
History
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37TH U.S. ENGR'S
Designed by
Joseph F. Williams

HISTORY *of* E COMPANY
37TH U. S. ENGINEERS

BY

PRIVATE H. C. BROWN

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FOREWORD

This volume has been prepared simply for the use of the members of this Company as a reference and in no sense is it a work for general circulation. It represents a chronological arrangement of the Company's activities, and the Morning Report has served as a basis throughout. In attempting to record the individual stories of many of the details, it has been necessary to rely upon the recollection of the supervising officers, and inaccuracies or omissions may be found. The men's diaries have been of great assistance, and I feel that, in general, the story will serve as an accurate military record. Obviously it has been impossible to mention all details and I am confident that the men will look to the volume more as a useful reference covering the accomplishments of the organization as a whole than as a record of personal achievement.

In preparing the summary of our work, I have been impressed with the fact that the men have worked under very severe conditions almost continuously since their arrival in France, and if at times too much stress seems to have been placed upon the narration of the dangers undergone, I feel that we should be pardoned. Our story should contain the facts, and we have a just pride in our contribution to the cause. In the years to come we shall be glad to have of record the truth about

our service, and it has been my one aim to get the facts and deal with them coldly and fairly. If the result is of any value to the men, I shall be more than glad to have had the honor of collecting and recording the information which they themselves have furnished.

Although the history has been prepared and its policy directed wholly by the men, invaluable assistance has been afforded by the officers. We are particularly indebted to Lieut. R. W. Reynolds, who has co-operated throughout and aided greatly in his suggestions as to outline and in checking the accuracy of the story. Among others are Master Engineer W. S. Church, who has had the illustrating and artistic features of the book in his care; Pvt. H. W. Cutler, whose maps are a valuable contribution; First Sergt. S. W. Raker, upon whom I have relied almost entirely for the Company record information; and Pvt. Harry Hutchinson, for collecting and arranging many of the individual details.

THE WRITER.

HISTORY OF E COMPANY, 37TH U.S. ENGINEERS

CHAPTER I

Company E, Second Battalion, 37th U.S. Engineers, was organized at Fort Myer, Va., April 4, 1918, under the command of Capt. J. T. Kelly, Jr. The first morning report on April 5 showed an enrolment on the previous day of one man, Pvt. H. E. Kane. From that time forward, the Company grew rapidly by the addition of casuals and transfers. First Lieut. F. J. G. Reuter was assigned to the Company at the time of its formation, having been transferred from Company C; and on April 6, First Lieut. John S. Curley joined the organization, transferred from Company A. There was an enrolment of thirty-nine men at the time. On April 9, Second Lieut. George J. Kollock and Second Lieut. W. F. Daly were assigned to the Company; and on April 15, at which time the organization had grown to 179 men, First Lieut. F. G. Beckman joined it.

During the early weeks of organization and instruction, the Company was quartered in the old Troop A barracks, adjacent to the riding-hall, and few events transpired that were unusual or out of the ordinary routine followed by troops in the process of training in the school of the soldier. The greater portion of the time was consumed by

the officers in instructing the men in the rudiments of military training, which was later to be supplemented by more special instruction of an engineering nature. It had been assumed that all of the men in the Company were specialists in their respective trades, as provision for this had been made in the original selection, but there was a tremendous amount of work to be done before these men should become soldiers, amenable to discipline, and ready to handle arms in the field, should the occasion arise when such should be necessary.

The Company did, however, find time to construct and design, to a large extent, a Roxtheion range-finding trench station, which was an engineering undertaking of considerable magnitude. The work was hardly of the sort to be expected of electrical and mechanical men, yet, in line with Captain Kelly's desire that his men be equal to any sort of an engineering enterprise, the station was constructed in such a manner as to attract favorable comment. Work on the station was begun on April 28 and the experimental work started June 5. For a considerable portion of the time, six shifts were engaged night and day until the rifle range practice compelled the withdrawal of the men temporarily. Master Engineer H. E. Kleffel and Sergt. W. F. Ueberle were directly in charge of the construction.

This dugout was an experimental affair designed primarily for testing certain apparatus used in detecting sounds in and upon the surface of the ground near the front-line trenches and determining the distance from the point of observation to the disturbance. The original excavation was about thirty feet, and a three-story bomb-proof of

CAPT. DONALD C. McCLURE

LIEUT. WM. F. DALY

LIEUT. G. J. KOLLOCK

LIEUT. RALPH W. REYNOLDS

reinforced concrete was constructed, semicircular in form, in the direction facing the assumed front-line trenches. The inside width at the bottom was twenty-five feet, and the floor-to-ceiling height of the three chambers, eight feet. Octagonal cones with their apexes pointing to the centre of a twelve-foot circle, the inside radius of the semicircular wall, was built in monolithic construction with the wall, and two-inch square rods passed through the centre of these cones to the earth outside. At the apexes of the cones, proper arrangements were made for the connection of the sounding instruments to the structure.

Nothing of note transpired until April 25, when a detail of seven men consisting of Sergt. S. W. Hamilton and Pvts. B. H. Werner, J. G. Desler, Carl Montague, J. D. Moffat, C. R. Platt, and H. R. Fields left for Detroit to secure a number of Dodge trucks. Lieut. J. S. Curley was in command. The return overland was without mishap. A pleasant feature of the trip was the entertainment of the men by the people of Greensburg, Pa., Sergeant Hamilton's home, at an elaborate dinner in the First Presbyterian Church. The detail returned to Fort Myer, May 2.

The preparation and packing of the Company's equipment for shipment overseas was an undertaking of no small magnitude and consumed considerable of the men's time. Sergt. W. F. Ueberle's extended experience in building and construction was of much value in this work of which he was in charge. Ninety boxes were built for the engineering equipment and thirty for the Company property in general. In addition, crates and boxes were constructed for eighteen Dodge trucks, four

Dodge touring-cars, sixteen Pierce-Arrow trucks, and fifty motor-cycles. White pine and cypress, 1 x 12, were used largely for the smaller boxes, and 1½ x 12 cypress for the larger ones. All of the equipment was reinforced with 2¾-angle iron braces welded together with oxyacetylene flame and again strengthened by three through-bolts. The angles were riveted to the timber. The smaller boxes were 1 x 2 x 4 feet and the larger 2 x 2 x 6 feet. The wisdom of building these boxes and crates of unusual strength was amply justified in France, as the crude facilities for loading and unloading, especially in the devastated areas, subjected them to unusually rough handling.

The Company left Fort Myer on May 4 for rifle practice at the Edsall Rifle Range at Edsall, Va. The trip was made by marching with full equipment and it was the first real hike taken. Considering this fact, that the men were not as yet toughened to the service, the trip was made in good time. Lieut. George J. Kollock carried off the highest honors with a score of 257 out of a possible 300 and is the Company's only expert rifleman. Lieut. F. J. G. Reuter scored 240, thus winning the grade of sharpshooter. Captain Kelly qualified as marksman with a score of 229, as did twenty-five enlisted men. The individual classification after the final expert contest was as follows:—

SUMMARY

	Officers	*Enlisted Men*
Expert Riflemen	1	0
Sharpshooters	1	0
Marksmen	1	25
Unqualified	3	254

NAME	CLASSIFICATION	*Aggregate Score*
Lieut. G. J. Kollock . .	E.R.	257
Lieut. F. J. G. Reuter .	S.S.	240
Capt. J. T. Kelly, Jr. . .	Mksmn.	229
Pvts. S. W. Hamilton . .	"	233
C. A. Schilling . .	"	230
L. P. Daill . . .	"	228
O. S. Looney . . .	"	226
H. T. Snyder . .	"	222
George B. Bates .	"	219
W. S. Wiley . . .	"	219
C. E. Nelson . . .	"	217
J. E. Newton . . .	"	217
C. N. Achenbach .	"	216
W. L. Bauer . . .	"	216
W. T. Ortman . .	"	215
F. E. Willis . . .	"	215
H. A. Lane . . .	"	214
E. B. Plapp . . .	"	214
Fred Becker . . .	"	213
DeWitt F. Harris .	"	212
L. F. Hurd . . .	"	212
L. P. Walcher . .	"	211
L. J. Woltering .	"	211
D. E. VanVactor .	"	209
W. J. McMillan .	"	206
E. L. Smith . . .	"	206
C. R. Platt . . .	"	205
R. H. Eaton . . .	"	203
W. J. Marks . . .	"	202

Announcement that First Lieut. P. R. Kiger had been attached to the Company was made on May 8, and on May 24, the following non-commissioned officers were appointed as of May 20: First Sergeant, O. S. Looney; Mess Sergeant, H. E. Kane; Duty Sergeants, C. N. Achenbach, J. S. Gal-

lagher, H. E. Kleffel, J. K. Lund, F. C. Mezger, F. T. Miles, E. B. Plapp, W. F. Ueberle, and J. F. Zeile.

Three important details left for the West on May 27 to obtain special instruction in tractor work. The first was assigned to the J. I. Case Threshing Machine Company at Racine, Wis.; the second to the J. I. Case Plow Works and the Wallace Tractor Company at Racine, Wis.; and the third to the International Harvester Company at Chicago. The details and command were as follows:—

J. I. Case Threshing Machine Company

Command Lieut. D. C. McClure

Sergt. J. K. Lund

Pvts. W. J. Broeker
P. J. Cardinal
R. V. Brown
J. T. McNamara
C. I. Bartlett
F. J. Slipka
C. J. Papousek
D. F. Harris
L. P. Walcher
T. J. Hoffman
C. R. Platt
L. S. Rehman
E. N. Knight
Carl Montague
C. M. Cassidy
H. R. Fields
A. R. Forsythe
Thomas Dorrance
H. B. Boehmer
W. H. Rush
R. H. Smith
J. D. Orlando
J. T. McDermott
E. L. Smith
J. A. Levering
J. J. Cassidy
James Gilmore
J. H. McMahon
F. C. DuSha
D. F. Allen
L. H. Andrews
B. J. Reed
W. F. Andrews
H. E. Gray

J. I. Case Plow Works

Wallace Tractor Company

Command Lieut. W. H. Bixby

Corp. O. R. Seeger

Pvts. Fred Lubecker	C. Israel
H. G. Benson	C. A. Street
J. Hague	J. J. Clark
G. Hall	A. J. Mathews
C. B. Joiner	

International Harvester Company

Command Lieut. H. P. Fell

Pvts. W. L. Morrison	R. M. Sunn
T. H. Dowd	A. R. Veazie
H. Elliason	D. H. Wilkins
V. Keifer	A. G. Draham
W. G. Meng	L. E. Fry

The men taking instruction at these different works were to completely familiarize themselves with tractor assembly and operation in order to serve as specialists in this field when the Company should arrive overseas. At the time, it was expected that they would be detailed to Southern France or Italy. The detail in command of Lieutenant McClure was quartered and rationed by the J. I. Case Threshing Machine Company and during the course of training was frequently entertained and shown many courtesies. The detail enjoyed a trip to Milwaukee, a banquet at the Plankinton House in that city and afterwards attended the Majestic Theatre as guests of the Case Company. The course of training included lectures, shop and

field practice, very much abridged because of the limited time, nevertheless sufficient in scope to give the men, already expert mechanics, a very good working knowledge of the tractors.

A detail in command of Lieutenant Bixby of D Company was quartered at the Racine College gymnasium and messed with the students of that institution. The men enjoyed every possible comfort and courtesy at the hands of the authorities. A lecture supplemented by practice in setting up ploughs, tractor assembly, and operation was given by the J. I. Case Plow Works and the Wallace Tractor Company. More extensive shop work had been planned, but had to be abandoned owing to the expiration of the time allotted.

The third detail, under the command of First Lieutenant Fell, spent about ten days at the works of the International Harvester Company at Chicago, and a somewhat similar course of training was taken by these men to that in the other two details. The major portion of the time was given over, however, to lectures on internal-combustion engines, especially those burning kerosene. The men were quartered at the McCormick Club, and every effort was made by the Harvester Company to make their stay enjoyable.

On June 2, First Lieut. D. C. McClure, who had been in command of one of the Racine details, was definitely assigned to the Company. He came to this organization from the 314th Engineers of the 89th Division in training at Camp Funston. First Lieut. R. W. Reynolds, who had been attached to F Company as executive officer, was assigned to E Company at the same time, and First Lieut. F. G. Beckman was transferred to Company F. First

Lieut. F. J. G. Reuter was transferred from this Company on June 6, and First Lieut. P. R. Kiger relieved of duty.

One of the most vivid incidents of the stay at Fort Myer occurred on June 14, when all troops in training there were ordered out to capture an escaped prisoner. The order came while Company E was out in drill formation. The men proceeded at double time to the Rosslyn-Clarendon road and deployed from Clarendon towards the river. Special patrols were sent out on either side of the road to beat the bushes. Reports giving information as to the location of the prisoner at different times were conflicting. The search between Fort Myer and the Clarendon road having been futile, Captain Kelly took his command across the Potomac, deployed again, and searched the fields and woods between Georgetown and the Chain Bridge without results. Another thorough hunt between this bridge and Rosslyn failed to locate the prisoner. The Company then returned to camp, where a dance had been scheduled for the evening. A rumor to the effect that the location of the prisoner had been definitely determined caused a sudden interruption of the party. Twenty volunteers were wanted to leave by motor-truck, but nearly double the number were on hand for the trip. Later in the evening, the whole Company was ordered out for guard and patrol work. The men marched to Rosslyn, but a change in orders brought them back to Fort Myer, where they walked post along the reservation line for the remainder of the night and a portion of the following day. The prisoner had made good his escape, much to the disgust of the whole Company, for it had been a long and hard

twenty-four-hour grind, with no sleep, but little food, and fast hiking and double-timing, frequently over a difficult terrain.

The skirmish practice on the drill grounds during the early part of June was supplemented by a tactical problem on June 17 in which Company E successfully defended the Alexander County Schoolhouse against the assaults of Companies D and F and a detachment of fifty men from the 38th Engineers. The scene of the struggle was along the Rosslyn-Clarendon road. Captain Kelly, by brilliant strategy, harassed the enemy constantly in its advance. One of the master strokes was the destruction of a bridge by a patrol in command of Lieutenant McClure, thus greatly impeding the enemy's advance at this point.

While E Company's troops on the battle-line were savagely contesting every inch of ground given, Sergeant Mezger gained valuable military information by capturing an enemy spy who was operating from a telephone in E Company's territory. The Sergeant impersonated the spy over the telephone and received important facts regarding the enemy's plans which he communicated to the Captain. The platoon of Lieutenant Kollock was in reserve and intrenched near the schoolhouse, and he had orders to hold this position at all costs. The Company's advanced troops were gradually forced back. Heavy losses were suffered during this retirement to the final position where they were to make a last stand. By exploding a series of ten mines in the ravine at the foot of the hill up which the enemy attempted to advance, great numbers of the opposing forces were destroyed and those remaining were annihilated by rifle fire.

The absence of lead in the cartridges introduced many humorous situations. Lieutenant Beckman with his platoon attempted to cross through an open space to some woods under exceedingly heavy and concentrated rifle fire, but was disqualified because of the intensity of this fire on the close order formation. He and his men were officially annihilated. Major Keplinger, the head umpire, awarded the victory to Company E.

Another contest of similar nature was waged a few days later with the attacking and defending forces reversed. Lieutenant Daly lost quite a body of men in this contest, who were disqualified because they had crossed a cultivated field in their impetuous advance. This battle resulted in a draw.

By the middle of June, the Company had been rounded out in good shape. Battalion parades were held almost every evening on the parade-grounds, and generally a large number of spectators were on hand. An effort was made to form a battalion band, many of the members of which were from E Company, but the idea had to be abandoned. It was decided that more than likely the Battalion would be so scattered upon its arrival in France that a band could not be maintained as a useful unit. The decision was justified by the subsequent events.

The Company was handling its share of guard duty in a creditable manner—and it should be mentioned that guard duty at Fort Myer must be of the best. That post is one of Uncle Sam's show posts, it being so close to the capital, and subject to constant visits from foreign officers and diplomats. In their zeal to not only have an efficient guard, but one whose orders were to be obeyed

to the letter, the men sometimes overstepped themselves a bit. Corporal VanVactor was disciplined because, in his efforts to accelerate the speed of a surly colored trooper to 120 paces, while *en route* to the guard-house, the Corporal used the persuasive powers of his bayonet. Other guard duty of a more local sort yet none the less severe was the watching of the garbage and ash receptacles. Garbage was not garbage any more in its old sense. There were as many cans for the different varieties as there are sorts of food on the army bill-of-fare; and it was a serious matter should a cigarette stub be mixed with the potato peelings. The experimental work being carried on to prevent waste in army camps was at the bottom of this garbage separation; but it was difficult for the guards to understand just how they were fighting for their country by standing for hours at a time before a long row of immaculate cans, with one eye glued on the cans and the other on the alley for approaching officers.

A tremendous amount of tedious and trying work was involved in the administrative, supply, and mess routines of the Company at Fort Myer, and the personnel of these forces was as follows:—

Orderly Room

Lieut. J. S. Curley, Administrative Officer.

Pvts. Sam Raker, Company Clerk.
F. L. Cervenka, Stenographer.
W. H. Winslow, Assistant.
W. A. Ryland, Assistant.
F. S. Salchenberger, Assistant.
W. M. Reid, Mail Clerk.

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Supply Office

Lieut. W. F. Daly, Supply Officer.
Pvts. T. J. Collinson, Supply Clerk.
F. A. McDermott, Assistant.
F. E. Willis, Assistant.
A. H. Chaufouraux, Assistant.

Mess

Lieut. G. J. Kollock, Mess Officer.
Sergt. H. E. Kane, Mess Sergeant.
Cooks, O. M. Hargitt, N. Cole, E. O. Audsley, O. J. Blein, and D. J. Dosey.

The monotony of camp routine was suddenly broken on June 27, when Captain Kelly issued an order that the Company be ready for departure within twenty-four hours. The men realized that the long-looked-for journey to France was at hand, and went after the remaining work to be done with unusual vigor. They worked all that day and night and through the following day, and at 5 P.M. fell into company formation for the last time at Fort Myer. Although the Battalion was moving under secret orders, many people greeted the troops in their march to Rosslyn and at the depot, for it seemed well understood that the men were entering the first stage of a journey which was to land them in the battle-torn districts of Europe. The Company entrained in coaches at Rosslyn and left at 8.30 P.M. for Jersey City. The enrolment showed 259 men. After a restless night in the coaches, they detrained at Jersey City at 7 A.M., June 29, and, after successfully passing the final physical examination, crossed by ferry to New York City

and embarked aboard H.M.S. Mauretania at 11.45 A.M.

Upon disembarking from the ferry and before going aboard ship, the men received coffee, cake, and cigarettes from the women of the Red Cross. "Safe Arrival" postal cards and writing-paper were also distributed. This was the Company's second introduction to "The Greatest Mother in the World," for back at Fort Myer the good women of the Red Cross from the Alexandria, Va., unit were daily sewing and doing other kindnesses for the men over at the Y. M. C. A. The Company had yet to witness the untiring devotion of the members of this organization at the front and in the hospitals, where, at times, almost unsurmountable obstacles were overcome to offer that unselfish service which has endeared the organization to the heart of every soldier. Even during the preliminary reconnaissance work engaged in by this Company in Germany, when the nature of the reception to be given Americans was problematical, the men found the Red Cross far in advance of the marching columns preparing their canteens and supply bases.

CHAPTER II

The Mauretania, which before the war was one of the most luxuriously appointed of the ocean liners, had been converted for transport use, and every available inch of space was utilized for carrying troops. Bunks had been built three tiers high in the great dining and lounging rooms, and the men were packed in like sardines in a box. The precautions necessary on account of submarine attack were many. Port-holes were painted over, and closed after dark, as were the skylights and other openings through which any light might show. As a result there was but little ventilation. Conditions were especially bad deep in the ship. Company E was fortunate in having quarters on the upper deck. Approximately 7,800 troops were aboard.

With mingled feelings of gladness and sadness the men lined the decks of the great leviathan as she moved slowly out into the North River at 10.35 A.M., June 30, turned with the assistance of a number of tugs, and steamed down the bay. The salute at the Statue of Liberty was particularly impressive and had special significance for all. Few of the men had any idea of the seriousness or the horrors of war and at this stage felt more as if they were beginning a great adventure. The future had much of suffering and death in store for many on board.

Commander Johnson and Captain Rostrom were the principal ship officers, and Colonel Dillon the commanding officer of the troops. The guard duty aboard ship was assigned to the different companies of the Second Battalion of the 37th, and the strictest precaution was observed to have the established rules of passage enforced. Immediately upon leaving port, life-preservers were issued with instructions that they be worn at all times, and the seriousness of showing lights of any kind after dark was impressed upon all. Sergt. Ross Dillow was publicly commended by Colonel Dillon for diligence on duty, for detecting a light shining from an obscure point on board, which would have endangered the safety of the ship. Life-boats were kept clear and ready for immediate use, and detailed instructions issued for the routing and marching of the different troops to their boat positions. Daily life-boat drill was held, beginning immediately after leaving port. Calls to the drills were made by bugle. Many other precautions were also taken to prevent unnecessary loss of life in case of submarine attack. Commander Johnson expressed himself as highly pleased with the manner in which the Battalion had handled the guard. He stated that it could well serve as a model for future trips, and took special pains to familiarize himself, through the guard officers, concerning the routine which had been carried out.

Off Coney Island Light, a destroyer picked up the Mauretania and she proceeded to sea with this lone escort. Submarines were operating off the coast of the United States at the time, and the presence of the little fighting craft lent an added sense of security. During the first few days out

the sea was as calm as a mill-pond, and the greater portion of the men's time was consumed in standing in line. The crowded conditions of the boat and the limited accommodations for bathing and eating necessitated forming in line for everything. Several hours would be consumed in the ordinary toilet routine, and in order to get anything at the canteen, which was opened after a few days at sea, one had to follow a sinuous line stretched out over several decks. During these days of idleness, abundant opportunity was afforded to give vent to every grievance against food, accommodations, and the war in general; and speculation was rife as to the date of return. Some lively boxing bouts between men of the different companies of the 37th helped pass many of the idle hours. These were frequently witnessed by Commander Johnson and Colonel Dillon.

An impromptu entertainment was held in the first-cabin saloon on the Fourth of July, for the benefit of the officers and the United States Army nurses aboard. It was a delightful affair. Short talks were made appropriate to the occasion, and the national airs of both the United States and Great Britain were sung. In the afternoon a concert was given, for the non-commissioned officers especially, although it was attended by all of the cabin passengers, and at that time subscriptions were taken for the benefit of the Seamen's Charities. The programme was as follows:—

Programme

"Drink to Me Only With Thine Eyes" . . .	Members Hospital Unit 28
Violin Solo	Master Engineer Brereton, 37th Engineers
Double Quartet . . .	Members Hospital Unit 28
Bass Solo	Sergeant Vann, 37th Engineers
Reading	Tina Sego, Hospital Unit 28

Chairman's Address

Instrumental Quintet .	Corporal Baldwin, Privates Cook, Hall, Henke, and Hager, 37th Engineers
Tenor Solo	Private Henke, 37th Engineers
Male Quartet	Members 37th Engineers
Violin Solo	Private d'Auray, 37th Engineers
Medley	Members Hospital Unit 28
"The Star-Spangled Banner" and "God Save the King" . .	Audience

Among the men in general, the day was quite uneventful. No noticeable effort was made by the Steward to serve an elaborate menu to the mess line on that memorable occasion. There seemed to be a general sentiment among all that the celebration of the Declaration of Independence on board a British ship presented a rather delicate situation and that good taste would suppress any too great manifestations of the real spirit of the day. It had been said that the Kaiser had boastfully proclaimed his intention of "getting" the Mauretania on the Fourth of July. There must have been some hitch in his plans, however, for the great ship escaped.

The destroyer which had served as escort for

several hundred miles returned to port the second day, and the Mauretania proceeded unescorted through mid-ocean into the danger zone off the coast of Ireland. Life-boats were overhauled, instructions issued to the men to carry their canteens filled with water, and the crew watches were doubled. At 5.20 A.M. on the morning of July 5, a submarine was sighted. The visibility was very poor, but the U-boat was seen on the surface of the water by many about 1,800 yards to the starboard. This range was given to the gunners by the Captain, with orders to make ready. The helm was thrown sharply over and the great vessel responded with a lurch which threw many passengers to the deck and tipped the boat to an angle of almost forty-five degrees. Meanwhile the submarine had submerged, and by the time the guns had been adjusted and the stern rail removed, it was deemed inadvisable by the Captain to fire. It is likely that the submarine was taken by surprise and could not submerge and manœuvre into firing position before it was left far astern. The zigzagging which had been practised by the Mauretania since leaving port became more frequent, and the angles of turning more acute, as she entered the danger zone. The submarine scare lent additional interest to the life-boat drills, and every one was on the *qui vive*. Although intense excitement reigned on board when the presence of the submarine became known, there was no disorder.

At three o'clock in the afternoon of July 6, the British flag was broken from the hindmast and soon after five destroyers vomiting great clouds of dense, black smoke appeared on the horizon at different points and steamed at high speed to the

Mauretania. After the customary exchange of signals and courtesies, the little guardians, all of which were American, arranged themselves in formation for scouting and direct protection and accompanied the Mauretania to Liverpool. As darkness approached, there was something very impressive about the scene with the great four-stacked monster ploughing along, its safety now well guaranteed, and the destroyers dashing here and there scouring the sea for the enemy.

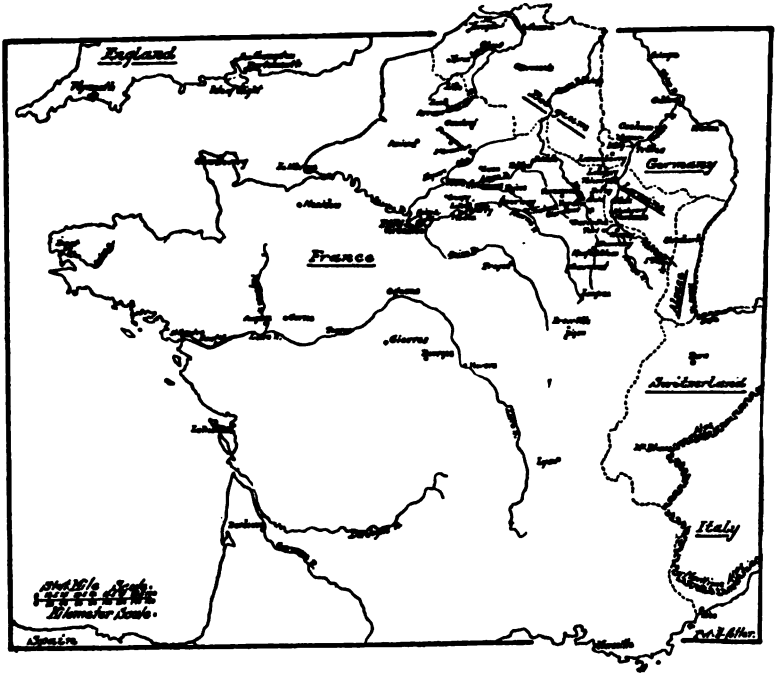
Orders were given the men to sleep in their clothing, with life-belts on, and the following morning, about ten o'clock, the south coast of Ireland was dimly visible. All of the romance associated with the Emerald Isle seemed gone. Those who neared the coast of Ireland during the war were not thinking of the glamour of the songs and legends, and thatched cottages. The Irish Sea was the favorite hunting-grounds of the German sea pirates, and a burial-place of many thousands who had gone down to their death as a result of this savage and cowardly method of attack. As the coast was neared, a small patrol airship and a hydroaëroplane sailed out to meet the ship. A great British submarine passed on the surface to the starboard. It was indeed a motley collection of war-craft which guarded and piloted the Mauretania across the Irish Sea and into Liverpool Harbor. Port was reached about 9.30 in the evening. Many warships and other craft were passed on the way up the Channel. Anchor was dropped off Brighton Beach for the night. The passage was made in seven days and eleven hours.

At 3.20 the following afternoon, the troops disembarked, and marched through a blinding rain to

SECOND PLATOON

the Bootle Station of the London and Northwestern Railroad. In spite of the inclement weather, the people turned out in great numbers to cheer the men on their way. At the depot, a British band played a number of patriotic selections, and a personal message from King George was distributed to each soldier, welcoming him in the name of the sovereign. The troops boarded special trains consisting of third-class compartment-cars and began the journey to Southampton. The day had cleared, and an opportunity was afforded of seeing rural England at her best. Everywhere the people greeted the soldiers most cordially with cheers and the waving of flags and handkerchiefs. The American flag was frequently inverted on the pole and lacking in stars and stripes, but that was not important so long as the spirit was there. Women garbed in overalls were working in the fields, shops, and railroad yards; convalescent soldiers in conspicuous light blue and red uniforms could be seen in every village; and many other indirect effects of the war were noticeable. The route passed via Birmingham and Oxford to Southampton, which was reached at 1.30 A.M., July 9.

The Company marched out to a British rest-camp on the outskirts of the city, about four miles from the point of detrainment. That afternoon the men again shouldered their packs at 3.30 and marched through the streets of Southampton to the water front. Company E was assigned to the little channel boat, the Antrim. She steamed out past the two guardian forts of the port entrance through the Channel net and came to anchor temporarily with many other steamers awaiting orders from the Admiralty.


England
France
Germany
Switzerland
Italy
Spain

Darkness was setting in. Formidable destroyers of the latest British type steamed here and there flashing signal lights, while numerous searchlights played on the water. Although the Antrim left her pier at 7.30, it was nearly eleven o'clock before one of the destroyers, built up like a miniature battleship, headed for the open sea and the Antrim followed. It is probable that there was less danger from submarine attack in the English Channel at this point than in the Irish Sea, yet every one was filled with apprehension, which was intensified by the inadequate provisions for life-saving aboard and the manner in which the men were jammed into every corner of the ship like rats in a trap. Deep in the hold they slept, lying across one another or standing in groups. The stench was almost unbearable. The men in the fore part of the hold were nearly thrown into a state of panic by a mysterious rumble and roar which they took to be a submarine attack, but which was quickly explained. It was the lowering of the anchor. The memory of this crossing will linger long with the Company as a terrible nightmare.

Cherbourg was reached about 5.30 A.M., July 10, and the Company disembarked at 8.30. It proceeded by marching to a British rest-camp some distance from the city, where an opportunity was afforded to enjoy some much-needed sleep and rest. The camp was located very near the charming château of Tourlaville, where Dumas resided at one time. It is said that he wrote "The Three Musketeers" while living there. It was not until after the men began to feel half human again that they awakened to the full significance of the fact that they were in France,—the France they had read of and

sung about, the land of "Somewhere." On the evening of July 11, after enjoying a good rest, the Battalion went out for a leisure-hike over the hills about Cherbourg, to a point where a wonderful panoramic view of the city, harbor, and sea could be obtained. All the prominent points are heavily fortified. Rugged cliffs and mountains rise high above the city on three sides, sheltering it from the storms. On the way back to camp, the men stopped for a short time outside of one of the harbor forts, but were not permitted to enter it.

About ten o'clock on the morning of July 12, the Company left the rest-camp, and proceeded by marching to Cherbourg, and entrained aboard box cars of the "40 HOMMES—8 CHEVAUX" type, with which they were to become more familiar as time went on. These cars were used almost exclusively in France for the transportation of troops on the railroads. Heavy seats were built in for about thirty men, but with rifles, packs, and other equipment, there was scarcely room to move. At night, conditions were especially bad, for if a few stretched out, the remainder were obliged to either sleep across them or get no sleep at all. This mode of travelling became very tiresome after several nights and days of it.

The train pulled out of Cherbourg at noon of the 12th and passed through the low, undulating meadowland country of Normandy. Cattle grazed everywhere and it was all highly bred stock. Little wonder that this section of France has built up a world-wide reputation for its cheese and other dairy products. The route was through Valognes, Carentan, Le Molay, Littry, Caen, Mezidon, and Bernay to Nantes. The rations consisted of corned beef,

hardtack, jam, and also coffee, whenever an opportunity was afforded for preparing it.

The following morning at ten o'clock the journey towards Paris was resumed. As the famous Eiffel Tower came into view, every one crowded to the doors to view Paris. Corp. R. V. Loughran, in his enthusiasm, while standing in the open doorway and peering across the car, neglected to take sufficient precautions and was jolted out. The train was moving slowly, but it took some time to get word to the engineer that there was a man overboard. Aside from being badly bruised, the Corporal suffered no serious injuries. His real suffering was to come later. Noisy-le-Sec, in the suburbs of Paris, was reached about four o'clock in the afternoon, and the night was passed in the yards. The following morning at eleven o'clock, after the usual rations had been served, the trip was resumed, the train passing by Chaumont, General Pershing's headquarters, and Langres to Is-sur-Tille. At Langres, Colonel Dillon, his staff and headquarters company transferred to a train for Neufchâteau.

The Company went into camp at Camp Williams, across the Tille River from Is-sur-Tille. This camp was one of the largest of the American base engineering depots between the coast and the front. The Company was quartered in a large warehouse. A more unsatisfactory or dirty place could hardly be imagined than that assigned. The water and mess were a half-mile away. The warehouse had formerly been used for cement storage, and the floor was covered with a thick layer of cement dust in which the packs were unrolled. Cement dust was in everything, including the eyes, ears, nose,

and mouth. The men would have been much more content out in the open somewhere with their "pup" tents—anywhere away from that cement dust. Water was finally piped to the warehouse, and a company mess established across the tracks, but there seemed to be no escape from the cement, so the men settled down to their appointed tasks resignedly.

From July 16 to 24, the Battalion was engaged in stevedore work. Being new at the game of the soldier, the men had not come to realize at that time that the slogan, "Join the Engineers and Follow your Trade!" had a touch of humor in it and was simply good advertising for the officers who had been about the country getting expert tradesmen and technical men for the regiment. They should have seen that this action was entirely justified by the old saying that "all is fair in love and war." The days passed quickly, however, and although the work done required strong backs, the men juggled the heavy rails and beams around as cheerfully as a section crew working in the yards at the time, a crew of colored stevedores. Their corporal knew that music was the soul of them, so he furnished the music and they did the work in perfect rhythm, joining in the choruses.

Gas-masks were issued on July 19, after which gas-mask drill became a regular part of the daily routine. Enfield rifles were supplied on July 21 to those not already furnished with them. After what might have been considered a fairly good day's work in the yards, the Company fell in every evening for drill. No parade-ground was available, but the men picked their way through the ploughed fields in some sort of a showing at "Squads

East and West!" The only electrical work performed was the installation of a gasolene motor-generator set for the lighting of the Engineers' offices in the yards. A feature of the stay, however, was the battalion parade on July 21. This was the first parade ever held at Camp Williams and attracted considerable attention. The 24th Engineers Band, which was in process of formation at the time, and not experienced in parade work, assisted materially. At the familiar command "Pass in Review!" the boys stepped out in the old Fort Myer form and created a favorable impression.

The sojourn at Camp Williams was of short duration, and at 8 P.M., July 24, the Company entrained in third-class coaches at the camp depot and left for an unknown destination. The route was via Chaumont, Troyes, Noisy-le-Sec to La Ferté-sous-Jouarre. At Paris, the men learned that they were going towards Château-Thierry and into the war zone, and every one was thrilled with the prospect of getting to the real scene of action so soon after arrival in France.

The trip out of Paris along the historic valley of the Marne was wonderfully interesting, and the men were greeted with enthusiasm everywhere along the route. Praise was on the lips of every one for the Americans, for it was the 2d and 3d Divisions that on June 3 halted the Huns in their great onslaught towards Paris, and who with other American units advanced in the face of furious attacks in the region of Château-Thierry when Marshal Foch launched his counter-offensive on July 18 which resulted ultimately in the enemy suing for peace.

The company train arrived at La Ferté-sous-

Jouarre at 4.30 P.M., July 26. There was no traffic on the railroad towards Château-Thierry beyond this point. The night was passed at the Y. M. C. A. warehouse and headquarters, and the following morning the Company took up billets at Saint-Martins, a little village about a kilometre from La Ferté and in the adjacent settlements along the stream Le Petit Morin. One platoon was quartered in an old mill which had been converted into a studio by the sculptress Fanny Marc, and which was occupied for a time in 1914 by the German Crown Prince. It was a most picturesque spot.

General Morrow, Chief Engineer of the First Army, established his headquarters at La Ferté about the time that E Company arrived there. Colonel Dillon of the 37th was associated with him as Assistant Chief Engineer, and Lieutenant-Colonel Randall as Electrical and Mechanical Officer. Captain Kelly, Lieutenant McClure, and Lieutenant Kollock were also attached to General Morrow's staff at the time. Lieutenant Reynolds was on detached service in connection with regimental supplies.

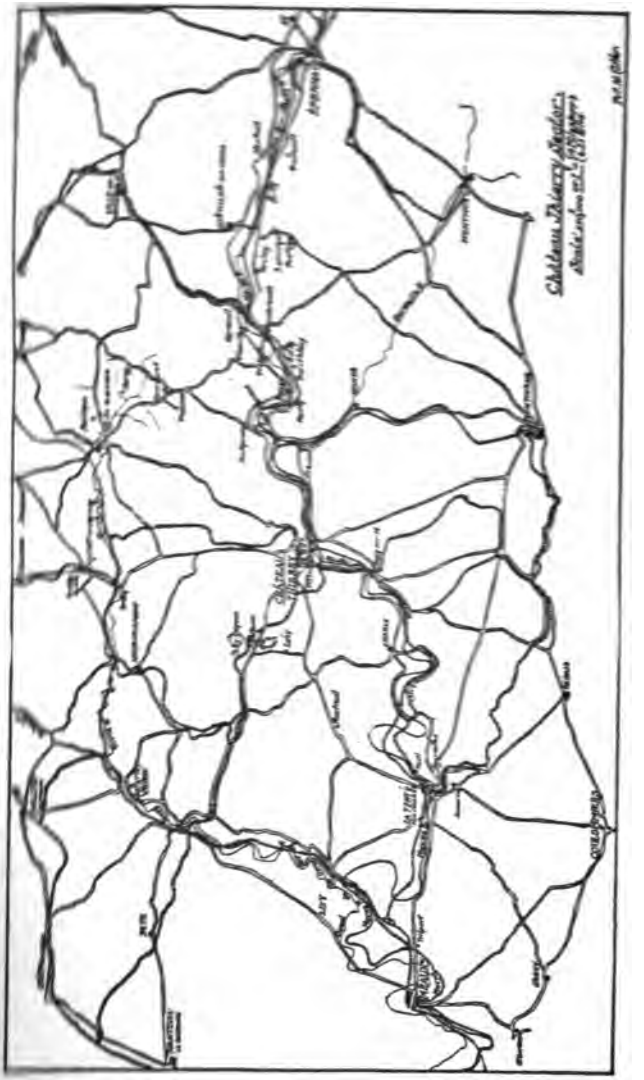
E Company was attached to the Chief Engineer's office and took care of the electrical and mechanical requirements, particularly of the First Army, during its memorable advance. The company headquarters were maintained at La Ferté until the conclusion of the first phase of this drive and the Army moved into the Saint-Mihiel sector. One of the first duties of E Company was to overhaul and prepare for occupancy the old château which was to serve as Engineers' headquarters. The men were without tools or material at that time and

FOURTH PLATOON

were considerably handicapped. Sergeant Mezger, who with Corporal McDonald was in charge of the electrical work, managed somehow to complete a very satisfactory job. Sergeant Ueberle suffered for the same reason in his efforts to construct a lot of office furniture, but he and his detail were resourceful enough to get what they required. It was not until the Company was in quarters at Marbache in the Saint-Mihiel sector that the tools and material finally arrived.

The drive on the Marne above Château-Thierry was at its height when Company E arrived at La Ferté. Long lines of ambulances were passing through on their way to the base hospitals in the vicinity of Paris. It was considered desirable to evacuate some of the wounded by river steamer, and Lieutenant McClure was commissioned to construct a pier at or near Château-Thierry to serve as a loading-place for the boats. A small river-barge was taken up the Marne from La Ferté by a detail in charge of Sergeant Gallagher, and on August 1, Sergeant Ueberle with another detail anchored the barge to the ruins of an old bridge at Azy and then built a platform from the shore to the barge, a distance of about thirty feet. This detail, besides Sergeant Ueberle, consisted of Corp. J. L. Dixon and Pvts. J. K. Lund, H. O. Darrow, M. C. Larrabee, R. Fabiana, and B. L. Coffil. Master Engineer T. M. Victory assisted in the work.

Before the Company could get into much active work, it was necessary to get means of transportation. Details were sent out for this purpose, and the first to leave was in command of Lieutenant Daly, and consisted of Sergeant Hamilton and Pvts.



D. F. Allen, L. H. Andrews, H. W. Bloomquist, H. C. Boehmer, R. V. Brown, D. F. Harris, C. B. Joiner, T. Dorrance, J. G. Desler, W. V. Lace, F. Lubecker, J. T. McDermott, J. J. McNamara, J. D. Moffatt, C. Montague, J. H. Payne, L. S. Rehman, B. H. Werner, and H. C. Brown. The detail left on the morning of July 31 by train for Paris, and there transferred for a through train to Le Havre, arriving there about ten o'clock at night. The journey down the Seine was largely by daylight and particularly interesting in the vicinity of Rouen. Beyond there, the rugged hill-country melts away into a rolling farm-country devoted largely to wheat-raising, dairying, and fruit-growing. There had been no "apple-blossom time in Normandy" that spring, however, for a heavy frost had ruined practically all the fruit, not only in Normandy, but all through Northern and Central France.

The detail was quartered in the British Docks Rest-Camp, and that night was called out by an enemy air-raid. This was the first experience of this sort most of the detail had had, and the anti-aircraft barrage and the whizz and bursting of the bombs near the depot, not far away, caused a great deal of excitement. Most of the men lay down along the rails in the yards, but a few managed to find the trenches which had been built for the purpose. The raid caused considerable loss of life and damage to property.

On August 2 the detail moved over to the truck reception park and waited there until the trucks should be ready, the men passing their leisure time in seeing Le Havre or loafing along the rocky beach. The return trip was begun August 4, and the convoy consisted of four Pierce-Arrow five-ton trucks and

three small Dodge trucks. Some time was spent in Rouen searching for the gas-station. The city was in the rear of the British sector, and, the day being Sunday, the streets were crowded with British troops interspersed with a few Belgian soldiers. Men from India in turbans, Australians with their peculiar cocked hats, Scotchmen in kilts,—all were promenading or enjoying themselves about the cafés, forgetting, for a time at least, the great struggle raging only a few miles away.

The truck convoy passed the night at an old quarry, where it was most hospitably entertained by the owners, after which it proceeded to Paris. As the city was approached, intermittent firing was heard, and this twenty kilometres distant. It was the work of the Hun "Big Bertha." Camp was made at Motor Truck Park No. 2, and the great shell continued to burst until long after dark. They were falling in scattered localities and none very near the camp. This shelling was resumed during the following day. Some of the men who were about the city stated that business seemed to be going on very much as usual. The streets were crowded, as were the cafés. The majority of the men in Paris at the time had already received their christening of shell-fire, and the women, those who had not experienced it near the front or through bombing raids, were not of the sort to be terrorized by such murderous work. The bombardment only intensified their hatred. Most of the monuments and other works of art and places of historic interest about the city were protected by sand-bags.

The convoy left Paris, August 6, and passed up the Marne Valley to Meaux, where the night was spent, and the following morning, went on into

La Ferté-sous-Jouarre. This detail had seen a great section of France by motor-truck, had experienced an air raid, and been under fire from "Big Bertha" in Paris,—it was a trip filled with variety and interest.

Just before the return of this detail from Le Havre, two important details went out from La Ferté to salvage a power line running between Château-Thierry and Epernay which had almost been completely destroyed by shell-fire. One group of the men was in charge of Sergt. C. C. Lee and worked from Epernay towards Château-Thierry. The other was in charge of Corporal VanVactor and worked eastward to meet Sergeant Lee.

The detail to Epernay left La Ferté, August 4, and consisted of Cook D. J. Dosey and Pvts. W. J. Paterson, M. Kupetz, L. Achtezehn, W. D. Meng, Lynn Lemons, W. F. Finn, O. D. Libby, Ted Sullivan, J. Anderson, R. S. King, A. Veazie, W. H. Rush, S. E. Roper, and J. R. Brown. The trip to Epernay was made by motor-truck, and camp made on a hill outside of the city, on account of the fact that the city was being bombed nearly every night. However, the next day some cellars that were fairly safe were located in town, and the men moved in. They began work rolling up the broken wire and straightening the poles still left standing—in general, doing such preliminary work as was possible with the tools at hand to put the line in shape for reconstruction. Engineers meanwhile were surveying and making estimates for the rebuilding. On August 7 the detail moved down to Vermeuil, much to the satisfaction of the men, for the cellars at Epernay were infested with rats and other vermin. On August 9 the work was completed and the men

returned to La Ferté. The other detail, in charge of Corporal VanVactor, left La Ferté also on August 4, and consisted of Cook O. J. Blein and Pvts. Vaughn Keifer, T. F. Ackerman, C. A. Street, W. S. Wiley, A. A. Wells, E. O. Haymart, O. G. Halowell, E. McMonigal, H. C. Birsinger, E. J. Thompson, S. H. Tanner, F. J. Beavers, John Walden, E. L. Rice, H. R. Bloxam, E. N. Knight, A. L. Webster, F. C. Burmaster, C. M. Stevens, and Frank Mayer. This detail went into billets in residences in Château-Thierry, which recently had been occupied by the Germans.

That portion of the city on the east side of the Marne was almost completely in ruins, but the west side was not so seriously damaged. Some work was done on a partially destroyed gas-producer plant, after which the men set to work repairing the sub-station which had been struck by a shell. They then worked up along the Marne, salvaging the power line towards Epernay. Many bodies of dead Germans, mules, and horses were still where they had fallen. No effort had been made as yet to clean up after the desperate battles of a few days before, and it was a sickening sight to witness all the destruction and desolation in the wake of the retreating Germans. The salvaging work was completed August 11, and the detail returned to La Ferté.

The first detail to go far into the advanced zone left La Ferté, August 6, under the command of Captain Kelly, and consisted of Sergeant Mezger, Corporal McDonald, and Pvts. E. G. Pokorny, W. J. Sanford, O. G. Martin, H. Knodle, Carl Swanson, F. L. McDermott, C. V. Wilbur, O. S. Smith, R. J. Bennett, T. E. Hayburn, and L. L. Cain. This

detail was charged with wiring the First Army Corps advanced headquarters at Fère-en-Tardenois and installing a 1½-k.w. gasolene motor-generator set. The country traversed was much as it had been left by the fast-retreating Germans. Thousands of bodies were as yet unburied. A goodly portion of the American and French dead had been gathered at different points where cemeteries were being prepared. The bodies of horses and mules were strewn everywhere.

The German lines were only a short distance beyond Fère-en-Tardenois. The detail arrived about 5 P.M. and at 8 P.M. had the power plant installed and four buildings lighted. At eleven o'clock the installation was completed. The next day the small generator set was changed for a 5-k.w. set and the detail returned to La Ferté. The shelling at Fère-en-Tardenois became so violent that the detail was recalled on August 8 to remove the equipment, should it finally be decided to move the headquarters location. Meanwhile, however, the doughboys had ferreted out the German artillery which had been causing all the trouble, and the bombardment ceased. Privates Swanson and Wilbur, who were left to operate the power plant, worked under heavy shelling the night of August 7 and August 8, but escaped uninjured.

The second-truck detail left La Ferté on August 8, under command of Second Lieutenant Daly, for Paris, where the detail was split into three groups. They set out respectively for Saint-Nazaire, Tours, and Bordeaux. The personnel of each group was as follows:—

Saint-Nazaire

Sergt. S. W. Hamilton

Pvts.	L. W. Dyckman	Carl Montague
	H. G. Benson	J. R. Orlando
	J. R. Levering	H. Paulus
	J. T. McDermott	B. J. Reed
	J. J. McNamara	L. S. Rehman
	A. J. Marty	F. J. Slipka
	F. R. Mires	G. S. White

Tours

Corp. O. S. Seeger

Pvts.	P. R. Bryant	J. J. Moore
	H. Elliason	J. H. Paine
	A. Froom	W. T. Skelcher
	F. J. Lubecker	R. M. Sunn

Bordeaux

Corp. H. R. Fields

Pvts.	D. F. Allen	L. C. Elston
	L. H. Andrews	A. R. Forsythe
	H. T. Boehmer	H. E. Gray
	H. W. Bloomquist	T. J. Hoffman
	W. J. Broeker	Carl Israel
	J. J. Cassidy	C. B. Joiner
	J. A. Clark	A. E. Lawson
	T. Dorrance	R. Seeholzer
	A. J. Draham	L. P. Walcher

The detail to Saint-Nazaire left Paris at 8.30 P.M., August 8, and arrived at the coast the following morning. The trucks were not ready, so the men were given a couple of days to see this great base port. They finally pulled out on the 12th with seven 5½-ton Mack dump-trucks. The convoy

CIERGES

CLERMONT-EN-ARGONNE

passed via Nantes and camped on the roadside outside of the city for the night. They proceeded the next day through Angers and arrived at Le Mans on the 14th, where five of the trucks which had loads for the commissary there delivered their loads. The following day the convoy went on into Paris, arriving there in the afternoon of August 16. An effort was made to bomb Paris the night of their arrival, but the enemy was driven off. The convoy left Paris, August 17, in company with the Tours detail, and reached La Ferté, August 18. That afternoon the convoy moved the remainder of the Company to Neufchâteau, arriving there August 20.

The Tours detail left Paris at noon of the 9th and arrived at Tours at 5 P.M. that afternoon. The men remained overnight at the motor-truck park and left the following afternoon with four Mack trucks for Paris, where they waited three days until the detail from Saint-Nazaire came in and then proceeded to La Ferté with them.

The Bordeaux detail, in charge of Corporal Fields, left Paris, August 9, and arrived at Bordeaux the following morning; but a small amount of work was necessary in order to put the trucks in shape for this trip, so the detail had only a little opportunity to see Bordeaux. They secured the cars from the motor-reception park and left August 11. The convoy consisted of nine 5½-ton Mack dump-trucks loaded with rifles and ammunition for Gievres. There the trucks were reloaded with quartermaster supplies for Louisant. After delivering this load, another was taken on which con-

sisted of signal-corps supplies consigned to Coulommiers. The detail reached La Ferté, August 18. The truck driven by Privates Hoffman and Cassidy was delayed in arriving for some time in order to secure necessary repairs.

The men at La Ferté and those working on ahead were naturally exposed to all the dangers peculiar to the advanced zone. A detail which was under the command of Captain Kelly left La Ferté, August 10, for Crézancy, a short distance beyond Château-Thierry, to install an electric plant in Evacuation Hospital No. 2, and to wire the war tents and operating rooms. The men narrowly escaped annihilation from an exploding dud. A bonfire had been started in the hospital yards above the spot where the dud had buried itself and the heat set it off. Captain Kelly, several other officers, Army nurses, and members of the detail were working within a radius of fifty feet when the explosion occurred, but no one was injured. The air was filled with flying fragments, smoke, and dust, and the detonation was terrific. The resulting crater was nearly eight feet across, and had not the shell been some distance beneath the surface when it exploded, there would have been many casualties. The detail which accompanied Captain Kelly was composed of Sergeant Mezger, Corporal McDonald, Corporal Ross, and Pvts. O. S. Smith, H. Knodle, O. G. Martin, F. L. McDermott, and H. C. Brown.

La Ferté-sous-Jouarre had been subjected to a number of attacks from German bombing squadrons previous to Company E's arrival. These squadrons frequently followed the course of the Marne River on their way to Paris, and all of the cities in the

valley suffered more or less. On the night of August 16, shortly after ten o'clock, the peculiar drone of the bombing motors was heard. The moon was shining brightly and the night was very clear, so that conditions were perfect for aërial activity. Soon searchlights were playing on the skies from every direction and the anti-aircraft guns began their work. The noise from the firing and the bursting of the shell was like a bedlam. Some difference of opinion exists as to the direction from which the planes were coming, as they were not visible with the naked eye. It is said that later information brought out the fact that this squadron had attempted to attack Paris, had been turned back by the curtain of anti-aircraft fire near Meaux, and was returning to its base when it unloaded on La Ferté. About thirty planes were counted in all by the anti-aircraft observers.

The Company was depleted to a considerable extent at the time by the absence on detail of a large number of men, and only about one hundred and thirty were in the billets and "pup" tents at Saint-Martins the night of the attack. Many of the men, quite oblivious to the dangers, were out in the roads or standing beside their tents in the field watching this most interesting sight. The roar of the motors was coming nearer all the time, but no one imagined the planes were overhead, when suddenly the strange whistle of the falling bombs was heard, and the first crash created a panic in camp. Some started to run to places of shelter, others for their gas-masks, and some dropped flat. The bombs kept whizzing down and bursting until the atmosphere was thick with smoke, dust, and flying material.

In all, nineteen bombs fell among the billets and

in the fields adjacent within four minutes. The work of succoring the wounded had begun before the last bomb had fallen. Corp. J. M. Newton displayed unusual coolness in binding up the wounded in the chaotic conditions and in quickly securing transportation to carry them to the dressing-station. Most of the casualties suffered were caused by troop bombs, those which explode a short distance above the surface of the ground and spread shrapnel radially and parallel to the ground. Fifteen of the bombs were of this sort, while the other four were of the large high-explosive type which cause such destruction, especially when they strike a building.

Pvt. C. P. Olmstead, the company bugler, lost his life while seeking shelter near the kitchen. He was struck in the head. Pvt. R. J. Bennett, while attempting to run from the field in which he had been sleeping in a "pup" tent along with about thirty others similarly housed, received the full charge of a troop bomb and died very soon after. Pvt. D. J. Callahan and Pvt. Vaughn Keifer also received fatal body wounds. Private Callahan died on the 18th at Coulommiers and Private Keifer at the same place on the 20th.

Others in the Company who received serious although not fatal wounds, at least up to the present time, were the following:—

Sergt. H. L. Kluppell—wounded in arm and head.
Corp. R. V. Loughran—wounded in leg.
Pvts. H. R. Bloxam—wounded in left hand.
R. V. Brown—wounded in both legs.
L. F. Hurd—wounded in head.
H. L. Lynch—wounded in thigh.
H. O. Sandberg—wounded in neck and legs.

CARL P. OLMSTED, Bugler

VAUGHN KEIFER

ROBERT J. BENNETT

Pvts. A. L. Webster—wounded in arm.
J. H. Wilkins—wounded in leg.
R. Fabiana—shell shock.
R. S. Jeeves—wounded in head.
M. Sommer—wounded in leg.

Three others received slight wounds; namely, Pvts. L. Achtezehn, C. A. Street, and S. H. Tanner.

The burial of Privates Olmstead and Bennett took place on August 17, in the La Ferté-sous-Jouarre cemetery, and full military honors were shown them. The Company attended in a body, and every one of the men felt deeply the loss of his two comrades murdered in this night attack. The Chaplain read the burial service, a volley was fired over the graves, and taps played most impressively by a Signal-corps bugler. Pvt. J. P. Payne of E Company assisted at the burial service.

The escapes of many outside of their billets and in the "pup" tents were miraculous. The shrapnel sprayed the whole area and very few who remained standing escaped injury. The next day after the attack, the tents, clothes, barracks-bags, and other ruined equipment was assembled, and it presented a sorry spectacle. Everything touched by the flying fragments was in shreds.

The casualty list would have been much larger had the attack occurred either a few days later or a few days before. The Company was moving to Neufchâteau. Several truckloads of the men who had camped in the same field where there had been such a shower of bombs had already left for that point, while on the 18th, three large details returned from Bordeaux, Saint-Nazaire, and Tours, and these men just escaped the raid.

During the three weeks of the Company's stay at La Ferté, the organization was split up into details to such an extent that, as a rule, there was hardly more than a platoon at headquarters at any one time. Some were up in the advanced zone, while others were out getting trucks and material or helping other organizations out with their transportation difficulties. The men who remained in camp were drilled regularly and stood reveille and retreat. Colors were sounded every night. The "pup" tents were brought into play there for the first time, and towards the end of the stay nearly all of the men were sleeping in the open. The weather, as a rule, was delightful, and this meant little hardship.

CHAPTER III

With the transfer of the headquarters of the Chief Engineer of the First Army to Neufchâteau came orders for the moving of the company station to that point. An advance detail left La Ferté, August 14, by motor-truck, in charge of Sergeant Mezger. This detail went on ahead to look after the immediate electrical requirements of the new headquarters. It passed via Rebais, Esternay, Sézanne, Vitry-le-François to Saint-Dizier, where camp was made for the night. The following morning the convoy proceeded to Neufchâteau via Ligny, Gondrecourt, and Domremy, the latter place being Jeanne d'Arc's birthplace. It was on this trip that Sergeant Mezger avoided a conflict with the authorities in a small French village, where one of the trucks struck a cow. The populace and the French police came rushing out, and after much argument the Sergeant compromised, using his best French, by agreeing to give them a memorandum statement. He scratched off the following: "Cow hit, cow's fault! (Signed) Uncle Sam." The gendarme took the receipt, bowed his thanks, and allowed the convoy to proceed.

Company headquarters was established in a field about a half-mile out of Neufchâteau. A portion of the men set out immediately to arrange the new headquarters building of the Chief Engineer for occupancy, while others began the construction of a portable barracks at camp. On August 21 the entire Company with the exception of men out on

truck detail assembled at Neufchâteau, the remainder having come in by motor-truck from La Ferté in the trucks secured from Saint-Nazaire, Tours, and Bordeaux. The men all slept in "pup" tents in this temporary camp. The sojourn was of short duration, the principal events of interest being the almost nightly "alertes." There were no raids.

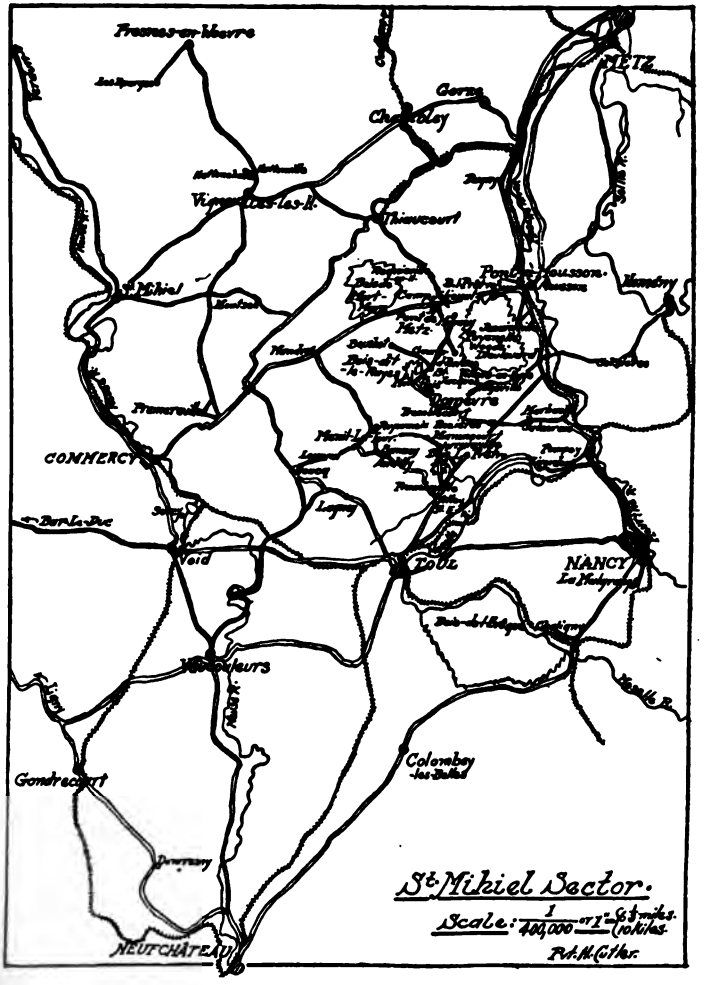
Camp was broken August 23, and the moving of the Company into the advanced zone at Camp Wilson was begun. The transfer was made by motor-truck, and after travelling all night, the Company made camp in the Forêt-de-la-Reine, adjacent to Camp Wilson, and close to the advanced Engineers supply dump at Leonval. This was in the Saint-Mihiel sector and very near the front. Observation balloons were near, and a number went up in smoke the second morning after arrival. The tents were pitched about the woods at irregular intervals, and well camouflaged, for it was especially desirable to keep from the enemy knowledge of the rapid concentration of troops which was going on in the sector.

A portable barracks was constructed at the camp, and the remainder of the Company did stevedore work in the yards at Leonval. Only four days were passed at Camp Wilson, when orders came to move to Marbache, in the same sector but over on the Moselle River. A special detail was despatched to Ligny at this time to install electrical equipment and wire a number of buildings for the headquarters of the First Army, which had been moved up from Neufchâteau. This detail consisted of Sergeant Mezger, Corporal McDonald, and Pvts. H. E. Dodds, W. S. Wiley, Fred Goucher, J. W. Organ, Lynn Lemons, O. G. Martin, W. J. Sanford, and F. L. McDermott.

The Company left Camp Wilson by motor-truck the afternoon of August 28, and paralleled the front, passing by Sanzey, Menil-la-Tour, Andilly, Manoncourt, Tremblecourt, Rosières, Saizerais to Marbache. Company headquarters were established there, and this was the base for all the Company's operations during those weeks leading up to the great Saint-Mihiel attack.

The billets and company headquarters had been previously put in shape by a detail which came directly to Marbache from Neufchâteau on August 23. This detail was under the command of Lieutenant Daly and was composed of Sergeant Salchenberger and Pvts. T. F. Ackerman, Wm. Bauer, J. R. Brown, C. M. Calkins, B. L. Coffil, R. H. Eaton, D. F. Harris, E. R. Henningsen, C. A. Lalla, F. Mayer, H. Morley, C. Nyberg, H. T. Snyder, A. J. Thompson, G. A. Titus, Wm. Unger, G. S. White, C. E. Wixon, and Fred Zeigler. The detail also included Cook Nicholas Cole and Truck Drivers J. G. Desler and J. F. Merino. Within an hour after arrival Cook Cole had a hot meal ready for the men, after which they set to work piping water to a provisional bath-house and preparing billets for the Company. Marbache was visited by the enemy raiders every night, necessitating regular trips to the dugouts. On one of these raids two soldiers were killed and several wounded and an entire French family wiped out.

The Saint-Mihiel salient had long been a thorn in the sides of the French and their allies. On the 24th of September, 1914, the German troops operating in that section known as the Woevre, with the encircling of Verdun as an objective, had managed to take the heights of Hattonchâtel and reached


Fresnes-en-Woevre
METZ
Gorze
Thiaucourt
St Mihiel
Hattonville
Vigneulles-les-H.
Pont-à-Mousson
Nancy
Fresnes
COMMERCY
Void
Toul
NANCY
Lay
Colombey
Gondrecourt
NEUFCHATEAU
St Mihiel Sector.
Scale: 1/400,000 or 1" = 6.3 miles (10 kilos.)
R.A.M. Gilbert.

Saint-Mihiel. A little later they occupied the suburbs and barracks of Chauvoncourt on the left bank of the Meuse. Since then, Saint-Mihiel and this part of the left bank of the Meuse had been in their hands. The pocket formed was twenty-five kilometres deep and slightly more than that distance wide at the opening. The opening went from Eparge to Régnieville-en-Haye and passed by Vignuelles-les-Hattonchâtel and Thiacourt. Outside of its strategic value, this salient possessed numerous observatories. The French fort Camp des Romains dominated the whole region from the southeast of Saint-Mihiel. Another observatory was the butte of Mont Sec to the south of Etang-de-la-Perche, eleven kilometres east of Saint-Mihiel. Further east towards Pont-à-Mousson, the woods of Mont-Mare and Le Prêtre were strongly fortified.

The whole salient had been the scene of many terrible struggles, yet it remained in the hands of the enemy. The fact that the lines had been practically stationary for a long time, made the problem of the reduction of this salient a difficult one, and General Pershing went about his preparations in such a manner that there would be no question of the results. This was to be the first great attack of the American Army. Heretofore the men had been brigaded with the French and the British.

At Marbache, the Company had hardly become established before it began to spread out like an octopus with its tentacles grasping everything electrical and mechanical in the area assigned to the organization. Day and night Captain Kelly and Lieutenant Daly worked here and there in the advanced zone, locating stations and familiarizing themselves with the territory. Frequently they endured great hard-

ships and were constantly on the roads exposed to gas and high-explosive shell. Somehow the enemy seemed to discover that there was something going on, and during these days previous to the opening of the drive they shelled the roads, concentration camps, supposed gun positions—in fact, every place where they thought they could harass the Americans. Through all of this the truck drivers and motor-cycle drivers also had to work their ways in their missions of carrying rations to the men and driving the officers and N. C. O.'s about in their duties of supervision.

The following transfers to headquarters detachment were made between August 21 and September 6: Sergt. T. J. Collinson, Corp. J. H. Cone, Corp. W. F. Leahy, Corp. J. M. Newton, Pvts. John Anderson, J. J. Barnes, H. H. Brooks, R. W. Casebeer, A. Distler, M. F. Eiter, L. E. Fry, G. L. Hall, C. A. Street, H. H. Winn, W. H. Winslow, J. J. Curran, C. I. Bartlett, C. L. Calkins, and A. W. Rider.

In order to facilitate the handling of the work at Marbache, the territory was divided into four areas, each of which was handled by a platoon. The First Platoon made its headquarters at Dieulouard, the Second at Marbache, the Third at Marbache for a time and afterwards at Villers-en-Haye, and the Fourth at Domêvre. These points were the approximate centres of their respective districts.

Sergeant Achenbach with his platoon at Dieulouard was located at a point of considerable activity. From the day of arrival, the men were constantly under heavy shell-fire. It was likely that the positions of a number of long-range guns located

in and about Dieulouard had been ascertained by the enemy and was the cause of the incessant shelling of the place. The Company tools having been finally received, the greater portion of them were shipped to this point, where a storeroom was located in charge of Sergt. F. A. McDermott with Pvt. C. M. Stevens as assistant.

It had been planned to install a small machine-shop there, but the completion of this work was not possible owing to certain changes in the military situation which caused the transfer of the Company to another sector. However, there was much other work for the men about the district in connection with the installation and operation of pumps and electrical plants. It was without any regret that this headquarters was abandoned. Shell had made living aboveground almost unbearable, and the men were forced to seek shelter in dugouts, not particularly conducive to machine-shop work. One large shell struck in the building in which the men were sleeping. Later, after they had gone underground, the building was destroyed by the shell-fire. Aërial battles were of daily occurrence, and both American and enemy observation balloons were frequently set on fire. Pvt. J. T. McDermott had a narrow escape from death when a shell exploded near him, killing four horses, seriously injuring two men, and a piece of shell passing through his trousers without injuring him. Two bombs which had passed through the roof of the church and finally lodged in the cellar without exploding were hung in a prominent place in the edifice. They were regarded as being possessed of almost saintly virtues.

The Second Platoon was in charge of Sergt. G. B.

Bates. Although the platoon headquarters was at Marbache, very few of the men remained there. Most of them were out on detail or outpost duty under Sergeants VanVactor and Dixon.

The Third Platoon, in charge of Sergeant Mezger, which also had its headquarters there for a time, was similarly scattered about and supervised by these same non-commissioned officers. By the moving of the Third Platoon headquarters to Villers-en-Haye, the work of supervision was facilitated. This point was the headquarters of the 90th Division, which played a major part in the drive. Sergeant Mezger was obliged to leave for the hospital at this time, but rejoined the Company at Clermont in the latter part of November. Sergeant Gallagher succeeded him in charge of the platoon.

The Fourth Platoon, in charge of Sergeant Zeile, at Domêvre, split into scattered details, on outpost duty. Sergeant Lund was also stationed there and assisted in the supervision of the work.

Company transportation during the drive was in charge of Sergeant Hamilton. The truck drivers were Corp. H. R. Fields, Pvts. B. H. Werner, J. H. McMahon, J. G. Desler, J. F. Merino, T. J. Hoffman, J. F. Andrews, J. D. Moffatt, and C. Montague. The motor-cycles were driven by Pvts. W. V. Lace, F. L. Anselm, and L. W. Dyckman.

To tell of the hardships undergone and the dangers to which all of the men on outpost duty were exposed during these days previous to the attack would involve much repetition. A great proportion of the stations were subjected to almost constant shelling by gas and high explosive. The men were obliged to live and work in dugouts to a large extent, and were frequently exposed while

performing their various duties. Pipe-lines were often cut by fire, and they had to be repaired. Continuous water and electrical service was imperative. Under no conditions could these services be interrupted for any length of time. So it was that the men shared all of the hardships incident to work at the front. Some of the stations subjected to unusually heavy gruelling were the following:—

Puvenelle Woods—(*a*)—Pvts. C. E. Wixon and A. Forsythe.
(*b*)—Corp. A. J. Thompson and Pvt. D. F. Harris.
(*c*)—Pvts. T. Dorrance and F. Zeigler.
(*d*)—Pvts. E. J. Thompson and O. G. Martin.

Pont-a-Mousson—Pvts. Lynn Lemons and E. O. Haymart.
Mousson—Pvts. F. C. Burmaster and J. R. Levering.
Jezainville—Corp. C. A. Schilling and Pvt. E. Stolarski.
Camp Jolieval—Pvts. J. J. McNamara and E. N. Knight.
Bois-Montjoie—Pvts. J. R. Orlando and W. C. Morrison.
Bois-dit-le-Rays—Corp. J. A. Rush and Pvt. J. M. Letter.
Bouchot—Pvts. P. J. Cardinal and Paul Bryant.
Camp-du-Ravine—Corp. O. R. Seeger and Pvt. G. Peterson.
Pamey—Pvts. E. L. Smith and A. G. Draham.
Pont-de-Metz—Pvts. R. A. Smith and C. M. Cassidy.
Fontaine-des-Cerfs—Pvt. W. T. Ortman and F. Mayer.

Some of the other stations were the following:—

Bois-l'Eveque—Pvts. R. Currie, W. F. Finn and Fred Goucher.
Ville-Saint-Etienne—Pvts. H. B. Boehmer and H. E. Knodle.
Francheville—Pvts. H. W. Talbot and A. Froom.
Chaligny—Pvt. W. H. Bartlett.
Rosieres—Pvts. T. W. Coath and H. Elliason.

Avrainville—No. 1—Pvts. T. H. Dowd and A. J. Duffy.
" 2—Pvts. H. C. Brown and O. Graf.
Saizerais—No. 1—Pvts. Carl Swanson and C. V. Wilbur.
" 2—Pvts. H. T. Snyder and R. M. Sunn.
Petit-Bois-le-Pretre—Pvts. H. W. Bloomquist and J. J. Moore.
Liverdun—Corp. P. H. Hoefel and Pvts. H. H. Proemsey, T. F. Hayburn, C. J. Papousek, and W. L. Bauer.
Gezoncourt—Pvt. L. C. Elston.
Tremblecourt—Pvts. W. J. Broeker and Frank Mires.
Domevre—Pvts. L. H. Andrews, D. F. Allen, and A. E. Lawson.
Saint Jacques—Corp. H. R. Fields and Pvts. A. Marty, C. M. Cassidy, and C. I. Bartlett.
Rogeville—Pvts. L. S. Rehman and W. J. Paterson.
Griscourt—Pvts. G. A. Titus and Joe Neimey.
Jone-Fontaine—Pvts. A. J. Thompson and D. F. Harris.
Montanville—Pvts. L. J. O'Toole and A. J. Kuston.
Pere Hilorian—Pvts. G. B. Morse and H. E. Gray.

Most of these stations were under intermittent shell-fire, while all suffered from frequent raids. Soldiers were beginning to prefer the actual front to living aboveground in the towns some distance behind. These air-raids made life a nightmare in practically the whole sector, especially in those towns near the Moselle River. The night raiders usually followed the course of that stream on their way to Nancy and Toul, which places were being bombed incessantly. The "alerte" was sounded at Marbache nearly every night, and although only once while the company headquarters was there did the enemy drop any bombs, the squadrons passed over nearly every night, forcing the inhabitants to the dugouts or mines on all clear nights. These nightly, systematic assaults on the morale of the troops and civilians were practised by both

sides, and it was some satisfaction to see the great Allied squadrons crossing the lines almost constantly. The Germans were getting some of their own medicine. The Allies, at this time, had control of the air to a large extent, and began a steady, merciless, and scientific harassment of cantonments, railroads, junctions, large towns, and villages.

The great attack opened on the morning of September 12, and the story of the battle has already been told by those competent to tell it. The preliminary bombardment set the heavens ablaze as far as the eye could reach. It is said that this bombardment was not exceeded in intensity by any of the war. The woods everywhere seemed afire with the flashing guns. "Death Nell," "Old Deutsch Cleanser," "Miss Liberty," "Crusader," "Shamrock," and "Peace Talk" along with the thousands of other American and French guns were belching forth their steel in one continuous roar. The men went over the top about 5 A.M. and made a name for themselves which will not soon be forgotten.

Mont Sec was taken, Saint-Mihiel and all the other towns in the salient won back for the French, and the line straightened out to a point above Thiacourt and near Pagny-sur-Moselle. The battle continued all day of the 13th, and that night the sky was ablaze again all along the front in the high wooded country between the Meuse and the Moselle. Great fires could be seen on Mont Sec, and practically every little French village evacuated was in flames. The roads were crowded with civilians returning to the centre of France to seek relatives and friends after four years of captivity. They worshipped the American troops who had delivered them from the barbarism of the Huns.

The sector was still very active on September 17, when the company headquarters was moved over to Clermont-en-Argonne. All of the men on detail were relieved, and assembled at Toul, from which point they were transferred to the new company station. Some thought at this time that there would be a little opportunity for rest somewhere behind the lines, where they might have some repose, clean up, and enjoy the fresh air for a while away from the shell-fire, dugouts, and all the desolation of the front. But the First Army had other work to do. No one, of course, realized at that time that the drive in the Argonne in which they were about to participate was to be a decisive factor of the war and the bloodiest battle in which the Americans took part.

CHAPTER IV

Clermont is situated on the national highway between Paris and Verdun and on the eastern border of the Argonne forest, the forest which has been the scene of some of the bloodiest battles of the war. The city occupies a commanding site over an extensive stretch of country and can be seen for many miles around. Above the city a rugged bluff or butte rises precipitously, and, about half-way up, the ruins of the historic old church stand out prominently. Some of the walls and pillars of the edifice are still standing, and pieces of stained glass cling to the shattered window-frames. Above this church, at the top of the bluff, a space had been levelled off upon which, in other times, a charming park was located beside a very old chapel. A row of pine trees all around the park is in sharp contrast to the other trees of this wooded hill and make it particularly prominent from a distance. Quite naturally the point was an excellent one for observation, and the French had constructed two observation-posts there which were subject to constant shelling. The hill, as a result, was pock-marked and torn from the pounding of the big guns, and the church and chapel were in ruins.

The city itself had been occupied by the Germans and about half of it blown up by dynamite before their retreat, while continuous shelling since 1916, when Verdun was almost encircled and the front

lines brought down to the point where they were located when the American drive started, had about finished the work of destruction. The little settlement which had been a religious and educational centre for centuries was as a city of the dead when Company E moved in.

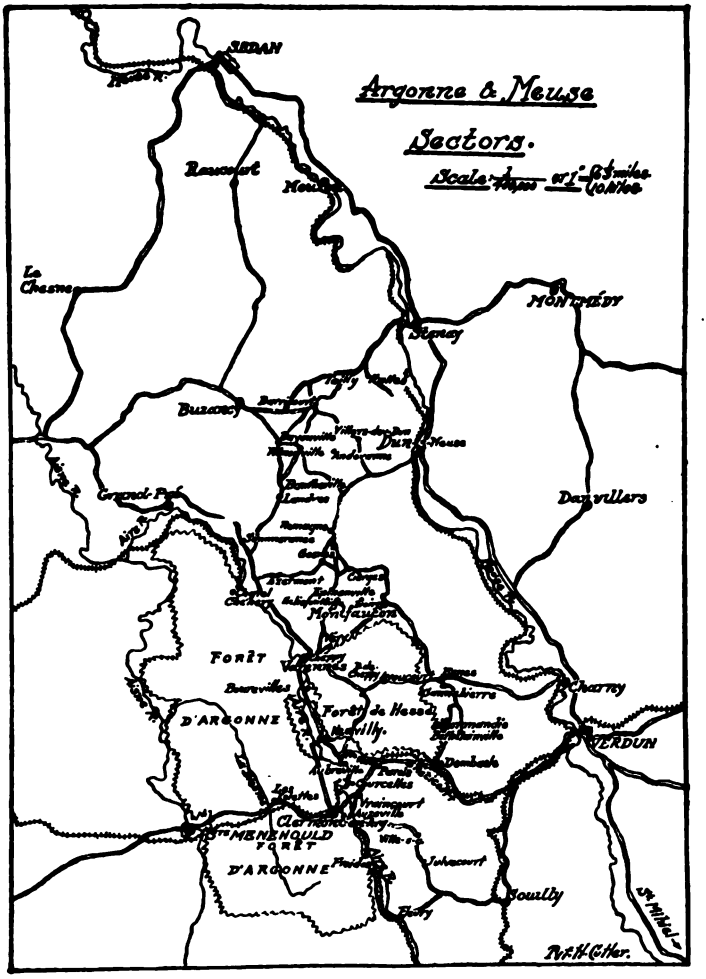
The main body of the Company arrived at midnight, September 18. The headquarters was established in a small studio adjacent to the partially destroyed château where the larger part of the men were billeted. Clermont was ideally situated for a company base, inasmuch as it was a great road centre for all the surrounding region. Strategically it was ideal, but the very fact that practically all of the traffic of the region passed through there made it a mark for the German gunners. On the night of the second day in town, big shells began to arrive at quite regular intervals. The bombardment grew in intensity each day until September 26, when the great drive opened. For six days it was foolhardy for any one to be aboveground any longer than necessary. There was no regularity to the bombardment towards the end, and shell fell everywhere. A number of the men had very narrow escapes from death, and it is miraculous that very many casualties were not suffered, especially when the Company was gathered in groups for mess line or some of the various inspections required by military regulations.

The duties of the office force, and the cooks especially, kept them in the open at times when it was extremely dangerous. Buildings were crashing down all over the town, and even the M. P.'s were forced to work from their dugouts at road intersections.

During this time, most of the men were simply awaiting the opening of the drive, while the officers were getting familiar with the territory and organizing the handling of the electrical and mechanical work when the advance should begin. The front line then passed between Neuvilly and Boreuilles, and Clermont was uncomfortably close for headquarters. After the attack, however, it proved to be a very satisfactory working base for some time. Before the drive, the sector had been in the hands of the French, and the pumps and the electrical equipment were taken over from them as soon as the Americans took charge.

For purposes of reference and in order to give a clearer understanding of the relationship of the Company's activities to the drive, an outline of the principal phases of the battle, as contained in General Pershing's report to the Secretary of War, is included, after which the more special part which E Company played is taken up.

The great attack opened on the morning of September 26, and the order of battle was as follows: Third Corps from the Meuse to Malancourt with the 33d, 80th and 4th Divisions in line and the 3d in reserve; Fifth Corps from Malancourt to Vauquois with the 70th, 37th, and 91st Divisions in line and the 32d in reserve; First Corps from Vauquois to Vienne-le-Château with the 35th, 28th, and 77th Divisions in line and the 92d in reserve. The army reserves were the 1st, 29th, and 82d Divisions. In this first attack, which was continued during the 27th and 28th, Montfaucon, the mountain stronghold, was taken; also Exermont, Gercourt, Cuisy, Septarges, Malancourt,


Argonne & Meuse
Sectors.
SEDAN
Raucourt
Mouzon
La Chesne
MONTMÉDY
Stenay
Buzancy
Dun
Grand-Pré
Dannevillers
Montfaucon
FORÊT
D'ARGONNE
Forêt de Hesse
Varennes
Clermont
Verdun
Dombasle
Vraincourt
Clermont
MENIL-HOULD
FORÊT
D'ARGONNE
Jubécourt
Souilly
St Mihiel
R.F.H. Gifter.

Ivoiry, Epinonville, Charpentry, and Very. East of the Meuse. one of our divisions, co-operating with the Second Colonial French Corps, took Marchiville and Rieville. In the three days, over ten thousand prisoners were taken. From the 28th to October 4 the offence was against patches of woods, and continuous lines of snipers and machine-gunners, and preparations were being made for a further attack. The attack all along the line was resumed October 4 against strong frontal positions of the enemy held by veteran machine-gunners to a large extent who were savagely contesting every foot of ground. Strong counter-attacks met the Americans at every point. By October 10, the Argonne forest had been cleared of the enemy.

It was at this time that the Second Army was formed and the immediate command of the First Army turned over to Lieut.-Gen. Hunter Liggett and the Second Army in the Woevre placed under the command of Lieut.-Gen. R. L. Bullard. On October 14, the First Corps took Saint-Juvin and entered the formidable Kriemhilde line, and on the 23d, the Third and Fifth Corps pushed northward to a level with Bantheville. At this time a regrouping of the American forces was in progress in preparation for the final assault.

The last general attack opened on November 1, and the increased artillery acquitted itself magnificently in the support of the advance. The Third Corps took Ancreville, Doulon, and Andevanne, while the Fifth Corps took Landres-et-Saint-George and pressed through to Bayonville and Chennery. On the 2d, the First Corps joined the impetuous onslaught. By the 3d, the enemy lines had been penetrated to a distance of twelve miles,

and guns were brought into position to fire on Montmedy, Longuyon, and Conflans. On the 6th, a division of the First Corps reached a point on the Meuse opposite Sedan, twenty-five miles from the point of departure, the strategic goal. The enemy's main line of communication had been cut, and only surrender or an armistice could save him from complete disaster.

In all, forty-four enemy divisions were used against the Americans. Those American divisions engaged were the 1st, 2d, 3d, 4th, 5th, 26th, 28th, 29th, 32d, 33d, 35th, 37th, 42d, 77th, 78th, 79th, 80th, 82d, 89th, 90th, and 91st. General Pershing had planned further operations, which are mentioned in his report to the Secretary of War. An advance was contemplated by the First Army between the Meuse and the Moselle in the direction of Longwy and at the same time the Second Army was to attack towards the rich iron-fields around Briey, these operations to be followed by an offensive towards Château-Salins, east of the Moselle, thus isolating Metz. The attack of the Second Army was in progress on the morning of November 11, when hostilities ceased at eleven o'clock.

Immediately after the main advance opened on September 26, details from E Company were rushed out in the wake of the troops installing and operating pumps and electrical stations, reconnoitering, and salvaging valuable electrical and mechanical material left behind by the retreating Germans. Lieutenant Reynolds and Lieutenant Kollock were engaged largely in the supervision of the installation and operation of the plants in the company area, while Lieutenant McClure and Lieutenant Daly were occupied in salvaging and

other special work. Lieutenant Curley was company administration officer.

One of the first of these details to leave was under the command of Lieutenant Daly and included Sergeant Achenbach, Corps. Henningsen and Bristow, and Pvts. O. G. Halowell, Carl Israel, Louis Barrett, and A. A. Wells. The men journeyed by truck to Malancourt, the trip taking two days on account of the traffic congestion. From this point, Lieutenant Daly, Sergeant Achenbach, and Privates Israel and Barrett went on afoot to Montfaucon, where they ascertained the facilities afforded for water-supply and then returned to Clermont via Malancourt. Montfaucon at that time was three kilometres ahead of the American artillery and very close to the front. The presence of Lieutenant Daly's detail in town was apparently discovered by the German gunners, for violent shelling began when they entered, and it continued as long as the men were under observation.

During these times, Captain Kelly was everywhere about the front in his duties of general supervision and shared with the other officers and men, especially the motor-cycle and truck drivers, all of the dangers of the front and its discomforts. Night riding at these times was like torture, not only for the drivers, but also for those who accompanied them; the roads were in terrible condition, under constant shell-fire, and crowded with fast-moving convoys. The driving in motor-cycles was the most trying and dangerous of all. Pvt. W. V. Lace was badly injured in a collision on a congested road shortly after the Company's arrival there, was evacuated to a base hospital, and was unable to rejoin the Company before sailing.

Some of the stations installed and operated during the drive at troop concentration points, headquarters, and hospitals were the following:—

GAS PUMP STATIONS AND OPERATORS

Aubreville No. 1—Pvts. F. Mayer and W. T. Ortman.
No. 2—Pvts. R. M. Sunn and W. C. Morrison.
No. 3—Pvts. C. Israel and F. R. Mires.

Avocourt No. 1—Pvts. B. J. Reed and A. J. Duffy.
No. 2—Pvts. J. J. Moore, G. Peterson, and A. R. Veazie.

Bois-le-Comte—Pvt. H. T. Snyder.

Cheppy—Pvts. W. J. O'Rourke and C. B. Sloane.

Cierges—Pvts. W. J. Broeker and E. F. Roth.

Exermont No. 1—Pvts. S. B. Townes and G. S. Morse.
No. 2—Pvts. E. L. Smith and L. P. Walcher.

Fleury—Pvt. W. H. Bartlett.

Ivoiry—Pvts. O. D. Libby and E. Stolarski.

Julvecourt—Pvt. H. Elliason.

Montfaucon No. 1—Pvts. L. L. Crump and J. R. Levering.
No. 2—Pvts. J. T. McDermott, J. P. Payne, and J. R. Brown.

Varrennes—Pvts. C. M. Cassidy and A. E. Reinhardt.

Ville-sur-Cousance—Corp. F. S. Kunz and Pvt. A. Forsythe.

ELECTRIC STATIONS AND OPERATORS

Aubreville—Pvts. D. F. Allen and L. J. O'Toole.

Auzeville—Pvts. T. F. Ackerman and O. S. Smith (hydro-electric).

Bethelainville—Pvts. W. J. Paterson and L. S. Rehman.

Barricourt—Pvts. A. J. Draham and J. E. Zeile.

Bretagne—Pvt. Carl Israel.

Cannebierre—Pvt. J. W. Cox.

Cheppy—Pvts. C. M. Calkins and A. J. Kuston.

Clermont—Pvts. C. V. Wilbur and J. Walden.

Courcelles—Corp. E. R. Henningsen in charge of lines and Pvts. Carl Swanson and H. C. Brown (hydro-electric).

Eclesfontaine—Pvt. C. J. Papousek.
Epinonville—Pvts. L. C. Elston and E. G. Pokorny.
Esnes—Pvt. J. F. Yarmish.
Exermont—Pvts. G. B. Morse, G. A. Titus, H. E. Knodle, and S. B. Townes (steam-electric).
Froidos—Corp. A. J. Thompson and Pvts. Fred Goucher, H. H. Proemsey, and H. W. Talbot.
Hill 309—Pvt. O. E. Graf.
Julvecourt—Pvt. H. C. Birsinger.
Montfaucon—Pvts. C. E. Wixon and F. L. McDermott.
Normandie—Pvt. H. E. Gray.
Vendee—Pvt. E. N. Knight.
P. C. Verricre—Pvts. E. J. Thompson and M. B. George.
Very—Corp. A. L. Morgan and Pvt. A. Marty.
Ville-sur-Cousance—Pvts. Robert Currie and V. H. Barnes.
Vraincourt—Corp. Hoeffel and Pvt. T. H. Dowd.

Most of these stations were at one period or another of the advance under fire. The men were very similarly situated, as they were in the Saint-Mihiel offensive and exposed to the dangers and discomforts of service close to the lines. And it was not only the station operators who had to take the gruelling. Details were out all the time on construction, installation, and salvage work, and these men, because of being on the roads and in the open, were subjected to even greater exposure, perhaps. Such work involved the constant use of the trucks for material and ration service, and the drivers and roundsmen, as a result, shared in all of this.

One of the most interesting sights witnessed by the men while stationed in the Argonne was the crossing of a great armada of aëroplanes on October 10. It included 350 fliers and was sent to squash a counter-attack. The fleet was arranged in groups

of from seventeen to twenty-four planes flying in the usual "V" or battle formation. It was an interesting innovation and magnificent spectacle arranged to attack a German troop concentration, according to report. There were 200 bombing machines, 100 "chasse" planes, and 50 triplanes. Thirty-two tons of bombs were dropped.

In their work of salvage the men had opportunity to see many very interesting things. Corporal Schilling, for instance, while reconnoitring to find two Diesel engines, went through the elaborate underground dugout system installed by the French on Mont Vauquois, and Sergeant Dixon, while out with a detail salvaging a generator set, explored the underground systems at Vendée and Bertrange. Those at Vendée were double-decked with the lower floor sixty feet underground and the upper forty feet, while the over-all length was nearly four hundred feet. When the history of the war is written, places like Montfaucon, Cheppy, Avocourt, Cierges, Exermont, Esnes, Very, and many of the others where E Company men were working in one capacity or another, will all have their own stories. They are places around which battles of extreme intensity raged. The stations there were under extremely heavy exposure, as were those at Epinonville, Eclesfontaine, and Ivoiry. Most of the stations installed before the beginning of the drive, such as Aubreville, were shelled more or less regularly until the lines had been pushed northward.

The Germans left large stores of ammunition and material at various points during their rapid retreat. Two of the large dumps were taken over and handled by details from E Company under

Sergt. F. T. Miles. One of these, located about five kilometres west of Varrennes, was known as the "$1,000,000" dump, and the men at work there were Corp. M. F. Baldwin and Pvts. P. R. Bryant, C. M. Calkins, J. D. Murphy, E. L. Smith, W. C. Morrison, and John Zeile. The other dump was at Cheppy, and the detail there consisted of Corp. T. Hayburn and Pvts. W. J. Broeker, P. J. Cardinal, L. F. Hurd, G. R. Warner, D. D. Goff, and J. M. Letter. These dumps were taken over on October 7 and on October 18 were left in charge of the 808th Pioneer Infantry.

Between September 28 and October 12, a number of important changes occurred in the personnel of the officers of the Company. Announcement was made on September 28 of the promotion of Lieut. D. C. McClure to a captaincy, effective as of September 16, and on October 4 of his appointment as Adjutant of the First Battalion, effective as of September 29. Although every one was delighted to hear of Lieutenant McClure's promotion, the fact that he was to leave the Company did not rest lightly in the hearts of the men, and when on October 12 the news was made known that he was to assume command of E Company and return to the organization, there was general rejoicing.

Captain Kelly, who had been with the Company since its inception and put all of his energies into bringing it up to the standard of a highly efficient unit, meanwhile enjoyed a well-earned promotion to his majority. Upon leaving the Company on October 12, he was engaged in special duty with the Second Battalion for a time and shortly afterwards assumed command of the Battalion.

On October 9, Sergt. First Class Chas. Achenbach

and Sergt. J. S. Gallagher were appointed to the Engineer Officers Training School at Langres and left Clermont to begin their work. The termination of hostilities and subsequent rulings prevented them from finally securing commissions, although they had completed the prescribed course of instruction. Sergeant Achenbach rejoined the Company at Hettange-Grande, Lorraine, and Sergeant Gallagher at Bertrange, Luxemburg.

At the time that the American forces were being grouped in preparation for the last general attack which opened on November 1, Lieutenant Kollock established an advanced post of command at Châtel-Cheherry on October 21, only a few days after the Germans had been driven from the town. The post was maintained there until October 28, when it was transferred to Cierges. His detail at first consisted of Sergeant Lee and nineteen men, but was later augmented so as to include two sergeants, six corporals, and thirty-two men. It was made up as follows: Sergeants Lee and Plapp; Corps. W. S. Wiley, H. R. Fields, T. F. Hayburn, T. N. Bristow, A. L. Morgan, and M. F. Baldwin; Pvts. D. F. Reynolds, R. Dillow, H. E. Dodds, J. E. Zeile, M. C. Larrabee, A. E. Lawson, A. G. Draham, J. F. Merino, J. G. Desler, F. E. Willis, L. W. Dyckman, E. L. Smith, A. Marty, J. D. Murphy, Ed. McMonigal, R. J. Kulleck, J. R. Orlando, L. P. Walcher, P. J. Cardinal, Wm. Unger, O. C. Shafer, H. Morley, C. P. Gray, J. W. Mitchell, J. M. Letter, L. F. Hurd, A. Froom, C. V. Wilbur, O. G. Martin, E. Stolarski, D. D. Goff, and Fred Becker.

The men were quartered in an old barn loft, the only available billeting-place left. At the time, the

town was crowded with troops. This loft was infested with all the vermin common to the front and exposed to the shelling and bombing. Before departure, the Germans had mined most of the dugouts and set time-fuses. A number of these dugouts blew up while the detail was there, and billeting underground was not popular. The crater from one of these explosions was over two hundred feet in width. Cook Reynolds, a past-master in the art of making flapjacks, put some joy into life for the men. A spirited competition as to relative capacity was won by Sergeant Plapp, who consumed sixteen cakes, any one of which would have sufficed for a meal.

The work assigned to Lieutenant Kollock included not only the installation of gas pumps and electrical stations, but he was also instructed to send out reconnoitring parties with the advancing troops to observe the condition of the roads, the location of abandoned lumber and stone piles and other material useful in construction work, and to report same to the Corps Engineers by runners. Corporals were placed in charge of these parties, and they and their details went forward into the extreme zones of advance. They had many exciting experiences and came intimately in contact with the war in all of its frightfulness at the front.

Corporal Wiley and a detail consisting of Pvts. A. Froom, E. Stolarski, O. G. Martin, and C. V. Wilbur worked up into the region of Sommerance and rationed for four days with the 7th Field Artillery. While reconnoitring they viewed the enemy front lines at close range, and were along with the doughboys who were dug in by the thousands back of all the neighboring hills.

Corporal Bristow's detail, consisting of Pvts. H. Morley, W. Unger, L. P. Walcher, and O. C. Shafer, went out several days before the drive started, and awaited the opening near Gesnes. They then followed the Infantry on through Landres almost to Bayonville. Very little material of importance was located. The ground between Romagne and Sommerance was strewn with American and German dead. Many captured German soldiers and stretcher-bearers were pressed into service for the carrying of the wounded. Throughout the trip, the detail was continuously under fire.

Corporal Hayburn and his detail, consisting of Pvts. C. P. Gray, J. W. Mitchell, J. M. Letter, and L. F. Hurd, left Châtel-Cheherry two days before the drive opened, and went up to a point between Bantheville and Romagne, three kilometres from the lines, where they passed the night in a shell-hole. Gas attacks were numerous, and the men were compelled to don their gas-masks three times before morning. On October 29 they returned to Cierges, and on November 1 left Cierges and proceeded to Bantheville. They there joined the 90th Division for rations. In their reconnaissance work they followed the advance through Remonville to a point between Barricourt and Tailly and were recalled to Cierges, November 4.

Corp. H. R. Fields and P. J. Cardinal left Châtel-Cheherry on October 27 for Marcq on reconnaissance, and there located a large engineering and lumber dump. The fact was reported, and a detail was sent out from the Advanced P. C. to secure some of the lumber, but was prevented from doing so by the heavy shelling. The following day, Cor-

poral Fields and detail, consisting of D. D. Goff, Fred Becker, and P. J. Cardinal, proceeded to Cierges and set out on further reconnaissance. They proceeded via Romagne and Cunel to Bantheville, where a generating set was located, and they then returned to Romagne, from which point they were recalled to Cierges. On the opening of the drive on November 1 the detail went to Bantheville and set out for Andevanne, but was unable to reach that point until the following day, when they entered via Remonville. The Germans had been driven out only a few hours before. Trips were made to Tailly and Villers-de-Dun, and the detail returned to Cierges on November 4, after a trip filled with many thrilling incidents.

The German prisoners began coming in so rapidly after the opening of the drive that it was decided to build a stockade at Avocourt, well up in the advanced zone. The work was assigned to the 37th Engineers. Avocourt had been in No Man's Land previous to the attack of September 26, and the village itself was simply a dust-heap, offering no shelter of any sort. The men engaged in the construction were, as a result, obliged to sleep out in the open, in a pouring rain, for several nights. The work was begun on November 4, under the direction of Major Kelly, by about six hundred men of the Regiment assisted by an equal number of negro troops. A trench was dug two feet deep and a foot wide about the area, which was a quarter of a mile square. Posts were then set at intervals of ten feet, upon which barbed wire was strung from the bottom of the trench to the top of the posts. The strands were about six inches apart. A number of portable barracks were also erected

under the direction of Sergeant Ueberle of E Company. Seventy-five men from the Company were engaged in the work from November 4 to November 7.

Clermont, the company headquarters, was too far in the rear by this time to serve as a working base, and accordingly on November 7 the office and men engaged in general detail work who had been billeted at Clermont began moving to Cierges by motor-truck. A rear post of command was left at Clermont in command of First Lieutenant Reynolds.

Shortly after the establishment of the new headquarters at Cierges, reconnoitring details were sent out in charge of Sergeants Dixon and Plapp in the wake of the retreating Germans looking towards the establishment of an advanced post of command at Stenay, and on the night of November 10, Lieutenant Daly and twenty-two men moved into Halles on their way to the new post. Evidence of the hasty departure of the enemy was everywhere. In the cemeteries, the dead were left in caskets, unburied. Abandoned material and equipment was strewn about, and elaborate barricades left uncompleted. The detail crossed the Meuse River into Stenay on the morning of November 11, the day of the signing of the armistice.

The work assigned to Lieutenant Daly and men was in the nature of general reconnaissance, such as ascertaining the condition of roads and bridges, the location of mines, water points, sources of supply for reconstruction work, and also to look after the installation and operation of pumps and electrical stations and the salvaging of electrical and mechanical material. The detail was made up as

follows: Sergts. E. B. Plapp and J. L. Dixon; Corps. C. A. Schilling, H. E. Dodds, W. N. McDonald, and M. F. Baldwin; Pvts. H. O. Darrough, R. Currie, R. J. Kulleck, Ross Dillow, D. D. Goff, N. Cole, J. J. Cassidy, M. Kupetz, C. P. Gray, A. E. Lawson, J. H. McMahon, A. J. Mathews, Fred Becker, Louis Barrett, and J. J. McNamara.

The main bridge into the city had been shot in fifteen different places, and the river widened by damming to nearly three times its natural width in order to impede the progress of the Americans. Old men, women and children who had sought safety in the dugouts were coming out as the detail entered the town. The streets were barricaded with furniture laced together with barbed wire, and acid mines strewn about where they might be struck by passing traffic. These mines exploded when tipped over after the acid had eaten its way through the contact insulation. The supplies of food abandoned included twenty tons of flour, fifteen tons of potatoes, large stores of pickles and sauerkraut, and many fields of cabbages.

The electrical equipment salvaged at Stenay was estimated to be worth in the neighborhood of $250,000. It included many motors and generators and large quantities of copper wire. The place was apparently a centre for the collection and distribution of material of this sort. The substation connected to the 15,000-volt line from Belgium contained a 750-ampere direct-current generator connected to a large induction motor. The city was also provided with an auxiliary direct-current hydro-electric station, which was badly damaged by the enemy before retiring. They had also planned to destroy the plant and dam.

A mine was discovered beneath the bridge across the mill-race so arranged that the closing of the line switches in the power-station would set off the charges and blow out the dam. Another mine was found beneath the power-station floor which was wired to the switchboard in a similar manner. Lieutenant Daly's detail was not taken unawares, however, for they were looking for just such traps. The plant was not operated nor the feed wires connected up until all of the circuits had been traced out. The belts had all been cut up by the Germans for shoe-leather, and it was necessary to provide an entirely new set. Salvaging details scoured about the city and obtained pieces of belting here and there which were quickly laced into shape to give temporary service. Other men were engaged, meanwhile, in replacing the damaged generator with a smaller unit. By the evening of the 11th, the circuits had all been traced out and repaired and the plant put into operation to furnish light for the advanced headquarters of the 90th Division. A large siren, operated by a motor and connected with three German observation-posts, had been overlooked, but it made its presence known when the power was turned on, and was quickly disconnected.

The headquarters of the German Crown Prince had been located at Stenay, and several large military establishments were in the immediate vicinity, including a base hospital, and an aviation field of "The Flying Circus," Germany's spectacular air-squadron. Four or five motion-picture houses were scattered about the city, and the halls were quickly turned into recreation centres for the doughboys. The pianos were readily adapted to American patri-

otic songs, and ragtime, a sort of music to which they were not exactly accustomed.

Upon the signing of the armistice, November 11, the work of reconnaissance was discontinued, and the detail put in its time clearing up the electrical plant, salvaging, and in locating mines. One of the men found a dugout full of dynamite, as he thought, and the fact was reported to the salvaging officer in charge of high explosives, but investigation showed the substance to be pea compound used in making soup. The work was suddenly interrupted on November 15, when word reached Lieutenant Daly to report at once with his detail to Cierges. They set out on the morning of the 16th.

CHAPTER V

About ten o'clock Friday night, November 15, Lieutenant Reynolds, who was in command of the rear P. C. at Clermont, received a message over the telephone from regimental headquarters at Souilly, to be transmitted by courier to Captain McClure, ordering the Company to assemble and report to Major Kelly Sunday morning at Verdun. At this time the company headquarters was at Cierges and an advance P. C. at Stenay. The Company was scattered in units of from one to fifty men from Bar-le-Duc to Sedan. A courier was despatched to Captain McClure, who immediately set about assembling the men who were to be at Clermont not later than six o'clock the following night. Messengers were despatched north, east, south, and west, and before morning, notification had reached every man. It was not a matter of particular concern as to how the different details should make their way to Clermont. No company transportation was available, and it was up to the men. It was natural to assume that a thoroughly disgusted and worn lot of soldiers would assemble on the 16th, yet the facts were quite to the contrary. Most of the men thought that this mobilization meant port and home. They accordingly came in whistling, but tired. They came by every known means of conveyance including Shank's mare, but they came; and when the roll call was made, not a man was missing. The Captain considered it a great tribute

to the resourcefulness, versatility, and self-reliance of the men. He was hurt that he was unable to provide transportation, as most of the men had to lug in heavy tool-bags in addition to their regular equipment.

Shortly before midnight, the Company marched to the Clermont depot and boarded a French "permissionaire" train about five hours later. A rear post of command was left at Clermont in command of Lieutenant Daly. Some thirty men were held at their posts at hospitals and other important points until they could be relieved by C Company. These men finally joined the Company on December 9 at Coblenz. The main body of E Company reached Verdun at 6.30 A.M. on the 17th and detrained. They set out in small detachments to locate something to eat, and at eight o'clock proceeded by marching to Etain. Lieutenant Kollock went on to Warcq with the motor, mule, and horse convoy. Not much opportunity was afforded the men to tour about the historic old city; however, the route chosen included passage through the Porte de France, past the ruined Jeanne D'Arc barracks, the Palais de Justice, only partially destroyed, and by the ancient Collège de Verdun, once a famous institution of learning, but now gutted and almost completely in ruins. The moat, drawbridges, and parapets of other days, and the barbed wire and trenches of modern warfare excited lively interest, as did the terrible effect of the bombardment. The troops crossed the Meuse to Fauberg Pavé, a suburb of Verdun, and along by the old City Cemetery. This cemetery rests under the scarred hill overlooking Verdun, and was completely and systematically desecrated by bom-

bardment during one of the battles. The old family vaults are shattered, as are the crosses, figures, and other adornments. In the cases of some of the vaults, the surface structure was not only demolished, but the coffins in the crypts exposed. The shell-holes are at definite intervals, indicating that the plan of desecration was premeditated.

Some of the officers had an opportunity of seeing the Citadel, or famous underground city of Verdun. It is said to have been built to garrison forty thousand men, and consists of a great number of arched vaults of considerable dimensions, and amply protected by masonry and earth covering. It contains a hospital, bakery, restaurant, and, in general, is equipped with every convenience to harbor a small army underground in case of siege. The largest shells of the continuous German bombardment had hardly scratched the surface. This is an interesting fact considering that the structure was not designed to meet conditions of modern warfare.

The Company proceeded up the long grade east of Verdun to the summit, from which a wonderful panoramic view of the city and valley of the Meuse could be had. What remains of the cathedral stands out prominently. Eastward from this summit, the route passes Douaumont, Vaux, and those other forts which were the scenes of the greatest battles of this war or any other war in history. The whole terrain is a shambles and a desert. There is not a living thing visible. The earth has been churned over and over until even the contour of the hills has been changed. What had been forts are dust-heaps where hundreds of thousands of men made the supreme sacrifice. The ragged

hills which slope eastward are just shell-torn, trench-scratched wastes, and a sickening sight when one thinks of the countless thousands torn to pieces and churned into the earth without attempt at burial.

The march up the long grade out of Verdun was trying to the men, most of whom had been hibernating in company with their pumps and engines in dugouts without any exercise; yet Lieutenant Reynolds, who was in command of the Company during the march, expressed himself as highly pleased with the way the men hiked along in column with the seasoned veterans of the 1st Division.

Along the route, many thousands of prisoners recently released from German prison camps were passed. They were making their way towards the interior of France. Some of them were in a most pitiable condition and terribly emaciated.

The route through the different No Man's Lands which have existed at various stages of the war was interesting, but perhaps the most interesting sight of all was to see the thousands upon thousands of troops, mostly colored, rebuilding the completely destroyed railroad and partially destroyed wagon-road between Verdun and Etain. There is so much destruction in the advanced zones of the battle area that there is not much to be witnessed that is at all inspiring, at least to the engineer. The sights are generally depressing, for there is nothing to be seen of a constructive nature. It was fine, however, to see these splendid workers throwing in the grades and tracks at high speed, while along with them expert linemen and groundmen of the Signal Corps were running through a standard telephone line and one cross-arm of

shining copper strands with a rapidity and efficiency which was amazing.

The negro troops, which always seem to have that happy faculty of singing themselves into a state of contentment, no matter under what conditions they may find themselves, were carrying on with their harmonies much as did the harmony-section gang back at Is-sur-Tille. Although landing in this desert with only their shelter-halves for protection against the abundant rain and wind, they had managed to accumulate enough sheet-iron and other material here and there in the shambles to make themselves quite comfortable.

In the rear of the lately evacuated German front-line trenches, a long row of concrete pillars stretched across the valley. A two-inch steel cable was stretched between these pillars, and this is supposed to have been a tank barrier. Steel reinforcement was used in the construction of these pillars, thus making them quite formidable obstacles. Preparations had also been made to block the road in the case of a forced retreat, by dynamiting the great trees which line either side of the highway into Etain. A strip several inches wide had been chiselled out of the trunk about five feet from the ground, and the wood replaced by dynamite cartridges half-way around, so arranged that the firing of the charge would cause the trees to fall across the road. The bark which had been cut out was replaced over the charge, thus making a very effective camouflage.

The Company reached Etain about 3 P.M. in the afternoon of the 17th, and proceeded on to Warcq, about two kilometres southeast of Etain, and there company headquarters was established. Lieuten-

ant-Colonel Peirce and Major Kelly also established their headquarters at the same place. There the Company became an advanced unit for railroad-construction troops. Their duties were to prepare right of way for track layers, establish water points, inspect track and structures, report damage, and make such necessary temporary repairs as was consistent with the schedule assigned for the Company's movement. Company F had meanwhile established its headquarters at Darmont. At Warcq, a small detachment of the 26th Engineers in command of Lieutenant Fletcher, two officers of the 11th Engineers and one of the 27th Engineers, joined the command of Lieutenant-Colonel Peirce.

While the Company was stationed at Warcq, considerable work was done in clearing the yards at Etain and Warcq of wreckage and in removing the "soixante" narrow-gauge German track from the standard-gauge grade. Etain had been the German standard-gauge railhead, but had been subjected to some terrible punishment from the Allied bombing-planes. The pioneer dump formerly located at Etain was moved to Warcq because of these attacks, but at Warcq it was no more immune. The track between Etain and Warcq had been left in place by the Germans, but every rail-joint had been shot. The rails from Warcq to Darmont had been taken up and removed. It appears as if the continuous intense bombardment of Etain necessitated a partial abandonment of this point as a railhead.

The German dugouts and bomb-proofs in and about Etain and Warcq were model structures. Frequently innocent-looking farmhouses had been converted into fortresses and surface shelters of great strength. One brigade-headquarters bomb-

proof near Etain was a fine example of high-strength construction.

On November 19, the Company reconstructed a railroad bridge at Etain which had been destroyed by bombs. On November 21, it proceeded to Darmont and boarded a train of box-cars which had been collected under the direction of Major Kelly at Conflans. This train, which also included a steel car for the use of Lieutenant-Colonel Peirce, a first-class coach for the casual officers, a hospital car, a caboose, and a fairly good engine, consisted of eighteen cars at that time, but was eventually converted into a work-train "de luxe" of thirty cars. It was under the general direction of Lieutenant Kollock, provisional R. T. O. officer. F Company also entrained aboard a similar train at Darmont.

The converting of these box-cars into habitable quarters for the Company was accomplished rapidly. Salvaging details scattered in all directions, and the finely appointed German dugouts near furnished more than sufficient lumber, chairs, desks, tables, and stoves. Numerous other articles were added as the train proceeded, such as a piano, a German gasolene motor-generator set captured by C Company of the 37th at Saint-Mihiel, and a valuable hotel kitchen range.

It is interesting to note at this point that it was not necessary to go outside of the Company in order to get two train crews. These consisted of Conductor Act. Sergt. D. J. Dosey; Engineers, Pvts. G. A. Titus and Joseph Neimey; Brakemen, Pvts. Fred Becker, H. R. Fields, C. P. Gray, Harry Morley, J. T. McDermott, J. H. McMahan, J. J. McNamara, E. J. McMonigle, J. Orlando, L. J. O'Toole,

E. J. Thompson, and Henry Paulus. Pvt. V. H. Barnes was train electrician.

The train guard consisted of the following men: Corps. T. F. Hayburn, Lynn Lemons, and W. N. McDonald; Pvts. Leo Murphy, L. W. Dyckman, J. W. Mitchell, P. R. Bryant, Alfred Marty, James O'Leary, H. L. Lynch, W. J. Paterson, R. H. Eaton, D. F. Allen, E. Kilbride, J. W. Cox, Henry Paulus, E. Kaiser, J. M. McWilliams, and J. F. Yarmish.

On November 21 at 9 A.M. the train pulled out from Darmont into a railroad No Man's Land on an important mission. The security of a great portion of an army's supplies depended largely upon the care and accuracy with which certain preliminary reconnaissance work was done. No one was in the switch-towers or the round-houses, and it was necessary to proceed slowly with frequent stops. That night the train reached Homecourt-Joeuf, having passed via Conflans. Sergeant VanVactor had been sent forward the night previous by motor-truck to Audun-le-Roman to have water ready for the engine by ten o'clock the following morning. He found no water in the destroyed city, but finally located the pumping-station which, they were told, had furnished water to Audun-le-Roman previous to its destruction. The plant was fired up, and the pump faithfully delivered its quota of water—somewhere, but not into the reservoir at Audun. There was, however, water in the city mains. It was later learned that a small village near was suffering from a mysterious flood. Too late to furnish water for Audun, the real layout of the piping system was traced out. Sergeant VanVactor did not fail in his mission, however, for he had water ready a short distance away at Joppecourt. The train moved on

quist, both of headquarters company; and the Dodge, of Wagoner Carl Montague with Pvt. Thomas Dorrance. Corp. J. M. Ross and Pvt. H. E. Gray were motor-cycle couriers.

On November 29, a detail in the command of Lieutenant Reynolds with Sergeant Lund and Pvts. P. J. Cardinal, E. O. Haymart, O. G. Halowell, W. R. Johnston, F. R. Atkinson, and H. C. Brown left Luxemburg for Virton, Belgium, by motor-truck. Although the trip was made primarily for the purpose of salvaging a valuable motor-generator set captured some time before, as previously mentioned, an opportunity was afforded the men to see something of Belgium and personally sense the feeling of gratitude which every one in that little nation holds towards all Americans. The villages were gayly decorated with the flags of all the Allies. The American flags were especially prominent. The fact that there were practically no American flags to be found in the invaded territory after the German evacuation did not prevent the people from making them, and they were flying everywhere. They were not of the cheap commercial sort, but built up by loving hands from any available material of red, white, and blue, and all, at least, had stars and stripes of some sort according to the individual conception of the standard of America, the nation whose heart had gone out to them in a very material way.

Arches of evergreen had been erected at the entrance to all villages, bearing appropriate words of welcome, and the store windows were filled with pictures of the Allied commanders. Many strange-looking prints of President Wilson were also to be seen. The road to Virton traverses a number of

Belgian villages destroyed by the Germans as an example when they passed in 1914, thinking that this destruction would terrorize the people to the west into peaceful submission. This, however, proved not to be the case with Belgium, for they had an army and could fight. Luxemburg had been invaded without destruction as another sort of example of Germany's gentleness where there was no opposition, but Luxemburg had an army of only 200 men, and, although obliged to suffer invasion, considered the action despicable and throughout the war held the Germans in the most profound contempt. Some of the Belgian homes had been reconstructed along the old style of architecture, but in general, the places were left in a state of ruin awaiting the time when the Germans should finally be driven out.

The trip was made too rapidly to get any more than a general idea of the mining and smelting properties in which Southern Belgium abounds. Most of the plants were idle, they having been operated by prisoners previously and had not as yet been taken over for resumption of work by the rightful owners. In fact the whole country seemed to be busy in getting itself together and rejoicing over its deliverance. The men in the big Mack truck were given a liberal ovation as they passed through.

Thanksgiving Day was passed in Luxemburg. A special effort was made by Sergeant Kane to prepare the best possible dinner in honor of the occasion, and Captain McClure had given him a free hand, expense not to be considered. It was found impossible, however, to secure turkey, chicken, cranberries, or the material for mince-meat or any of the other usual essentials of a Thanksgiving dinner.

The little Duchy of Luxemburg was poor and had been for four years with scarcely anything left by the German hordes. The good old U.S. rations with a few frills were sufficient for the best meal by far served in the region that day. The menu was as follows:—

THANKSGIVING DINNER

Salad à la Engineers
Roast Sirloin of Beef Jardinier
Mashed Potatoes Butter-beans
Bread and Butter
Apple Pie Cake
Demi-tasse

Sergeant Kane and Cook Hargitt spent all the previous night in a local bakery preparing the pie. When it is considered that nearly two hundred men were served with pie to their heart's desire, the baking was no small undertaking.

A number of distinguished residents of Luxemburg and officers other than in the Company's personnel were entertained at dinner that day. Major Kelly, who had been with the train since its formation, was called suddenly to Souilly, and his fellow-officers were greatly disappointed that he was unable to join the feast. The best silverware and table linen were brought into service, and all seemed to be delighted with a most excellent dinner served in a manner beyond criticism by the Company's King K. P., "Jerry" Benson.

The train pulled out of Luxemburg, Saturday, November 30, at 2 P.M., for Wasserbillig on the Luxemburg-German frontier, and it was necessary to remain there all night until the appointed time for passage into German territory, 5.30 A.M., Decem-

ber 1. The town was filled with troops awaiting the beginning of their march to the Rhine. At 6.10 A.M., December 1, the E Company "Pioneer Special" crossed the international bridge and sped on its way down the Moselle to Trier, which was reached about 7.30 A.M. (In Germany this river is known as the Mosel and the city of Trèves as Trier.)

Undoubtedly this train carried the first organization of American troops into Germany. The Moselle between Wasserbillig and Trier traverses a most picturesque country. On either side the lofty cliffs rise precipitously and are softened by the verdure. Wherever possible, vineyards have been planted, yet these are not so numerous here as nearer the Rhine between Trier and Coblenz. All along the route the train was the object of much interest, but the people seemed little disposed to receive the Americans very cordially. The children, however, to whom the train might have appeared as some sort of circus organization, waved frantically, while some others, when not gathered in crowds, waved and smiled in a sort of shy welcome. One mother was seen to slap her little girl viciously for clapping her hands and waving at the Americans. The nature of the reception, although problematical, was not of special interest to the men; for they were engaged in military reconnaissance work in enemy territory, the territory of a people who either had no sense of the finer things of life or, if they had had, the senses had been killed or deadened. At least these people were not to be fraternized with or considered as equals. However, no offence was to be given—or received.

At Trier the train was switched to the left bank of the river and camp established. This was head-

quarters until December 5. The principal company work in Trier was the preparation of the railhead under the direction of Lieutenant Kollock and Master Engineer Church. Quite a little work was involved in building two approaches and railroad crossings, cleaning large warehouses, and placing traffic signs about the city. The railhead had only been completed a few hours when long trains of supplies began to arrive.

After this work was finished, several days were devoted to small detail matters and sight-seeing. Trier offers much of interest of an historic nature. It is one of the oldest cities in Europe and was a stronghold of the Roman Empire. Among the ruins still in a fair state of preservation, perhaps the most picturesque is the Porta Nigra, a sort of triumphal arch constructed in the second century, of mortised stone without mortar. The Kaiser palace, built in the first century, is a ruin of great interest. The amphitheatre near the Kaiser palace was also constructed in this century, but was later completely filled and covered by the wash of the ages. In 1824 it was dug out to the level of the arena and the dungeons beneath excavated in 1908. The baths, dating back to the fourth century, were used until 1610. The principal bridge across the Moselle, and still in use, was built by the Romans. Another bridge was built in 1912, the dedication of which was attended by American Ambassador Gerard and the former Emperor.

Before the Company left Trier, the main columns of marching troops were coming through in great numbers, and they presented a splendid appearance. All of these divisions were fresh from the battlefront and represented America's best fighting men.

They were hard and well-seasoned, and rather enjoyed the long hikes on their way to the Rhine. A large canteen had been established for them by the Red Cross, in the depot, where chocolate, cigarettes, sandwiches, and other things were served without charge. It was a pleasant surprise to find this well-stocked canteen awaiting the advancing armies.

Lieut. J. S. Curley remained at Trier with a detail to inventory the railroad property, inspect its condition, and ascertain whether any material had been removed. He was also charged with obtaining temporarily the necessary materials required by the utilities to keep them in operation. This detail consisted of Sergt. F. T. Miles, Corps. T. E. Gallagher and W. N. McDonald, and Pvts. A. Froom, O. C. Shafer, J. P. Payne, Nelson English, E. Kaiser, G. S. Morse, and J. H. Huber.

The train pulled out of Trier for Wengerohr, December 5, at 2 P.M. At this point, Sergt. E. B. Plapp with a detail consisting of Corp. T. N. Bristow and Pvts. L. Barrett, G. R. Warner, F. J. Beavers, E. L. Smith, and S. B. Townes left the train and proceeded to Berncastle-Cues to prepare a railhead at Cues. The yards were cleared and the requirements of the utilities ascertained, after which the detail went on to Bullay, where a railhead for the Ordnance Department was established and certain desired information obtained. Another railhead for the reception of supplies was established at Cobern-Gondorf. The detail finally joined the Company at Hettange-Grande after experiencing considerable difficulty in finding passage.

The company train meanwhile went to Cochem,

arriving at 5.30 P.M., December 5, and the night was passed there. The next morning, the journey on down to Coblenz was begun. Corp. A. L. Morgan and a detail consisting of Pvts. L. L. Crump, A. J. Kuston, J. Dunning, and A. E. Lawson were left at Cochem, and were the first American troops there. Their duties were to obtain information regarding the utilities and their ability to continue operation, to inspect the Kaiser-Wilhelm tunnel, which is 4.250 metres in length, and to guard the properties. The detail had an opportunity to go through the ancient castle which is situated on an eminence overlooking the city. This was one of the old robber-baron strongholds and was built in the fourteenth century. Much story and legend clusters about it. It was occupied by the Bishop of Cologne in the sixteenth century and in late years has been restored to some extent. It contains many relics, an original Rubens painting, and some very old tapestries.

Between Cochem and Coblenz, the Moselle winds on through the mountains, and the vineyards become more numerous. The cliffs have been broken away, and the crushed rock gathered into small patches held by masonry walls. These patches are in almost inaccessible places and the stone construction of a very permanent nature. The wine produced from these grapes must be of a rare vintage when one considers the infinite amount of work which has been required, at some points, to sustain a few vines.

Coblenz and the Rhine was reached about 2.30 in the afternoon of Friday, December 6. On the way through the city to the depot, the train attracted much interest, and when it pulled in, Ger-

man guards in the well-known steel trench-helmets and fixed bayonets were patrolling the platform. The company guard which had been on duty ever since the trip began was placed about the train as usual, except that the Captain ordered the bayonets fixed. It was a strange sight to see the bayonetted guards of two nations still at war, in a sense, walking their posts side by side. Everything around the depot was orderly. German troop-trains arrived and departed as did those devoted to civil use, and the American soldiers were viewed with a mingled feeling of respect and awe. The German mind had been so diseased by propaganda that it was incapable of conceiving enemy soldiers entering a defeated country as gentlemen with respect for its people and property.

The last of the German troops in Coblenz paraded the streets on December 7, led by a band. The white flag of truce was carried along with the German standard. The soldiers were cheered lustily by the crowd and showered with flowers. They passed over the Rhine about 3 P.M. and proceeded on through the neutral zone on the right bank of the river.

Company F of the 37th, which had been handling work at Bittburg and other points, arrived in Coblenz on Saturday, December 7, and these two companies, forming the detachment of the 37th Engineers under the command of Lieutenant-Colonel Peirce, were, without question, the first troop organizations at the Rhine. The only American soldiers there ahead of them were a few stragglers, A. W. O. L. from their companies, in Coblenz without authority, and also a number of American officers, members of the staff, who were there

strictly in line of duty in connection with the occupation and evacuation. Statements that certain guard companies were the "first in" have been published, much to the amusement of the 37th men. The detachment of the 37th was indeed a detachment of strength and was in Coblenz first upon authority of the Chief of Staff, and the men feel a just pride in the fact. The *Stars and Stripes,* without undue zeal to ascertain the facts, contained the following rather slurring paragraph in its issue of December 13, in speaking of the entry of guard troops of the 39th Infantry, December 8: "Of course these were not the first Americans to enter Coblenz. Small detachments—feelers, pathfinders, outposts—always precede the Infantry, but a town is never entered until the Infantry gets there." The paper then mentions the 38th Engineers as being there, instead of the 37th.

Doughboys and engineers do not argue as to their relative feats, for there is too much love and respect existing between these two branches of the service. They have shared the joys as well as the hardships and dangers of the war, and the Infantry would be the last to consider two companies of the 37th and a large staff of officers, specialists in their appointed tasks, as a handful of pathfinders, but would consider them quite entitled to the credit of entering Coblenz first. They were there first and in considerable force representing the United States Army. The troops mentioned as those who really were "first in" were none other than guard troops, and in fact when the Engineers' detachment, under the command of Captain McClure, left Coblenz, on December 11, the official entry had not as yet been made. These facts


Co. E. 37th ENGRS. Coblenz Ger.
Dez. 6. 1918.

are brought out in this story of Company E's activities because they are facts of historic interest, and should be of record, especially inasmuch as the story of the achievement has already been inaccurately published.

The trains of E and F Companies remained at the Coblenz depot from Friday until Sunday, when they moved across the Moselle River to Coblenz-Lutzel. While there, a considerable amount of work was done, especially by the officers, in establishing railheads, obtaining data on public utilities, and in other reconnaissance work.

Lieutenant Kollock, to whom was assigned the task of locating railheads, set out in company with Sergt. H. L. Kluppell and Henry Paulus, interpreter, on December 6, in a special train. His train attracted considerable attention, for he and his detail were the first American troops in the Rhineland territory which he traversed. A passing engine crew inquired of the German crew on Lieutenant Kollock's train whether the Americans were prisoners. Private Paulus heard the remark and Sergeant Kluppell then produced a small silk American flag and tacked it outside the coach window so that there would be no further doubt as to their independence. This, no doubt, was the first American flag seen on the Rhine in many years. On this trip, Boppard, Bucholz, and Simmern were inspected. Everywhere the German railroad officials were prepared with the information desired by Lieutenant Kollock. At the stations, his conductor appeared at the door of his car, saluted, and announced the station. Upon arrival at the station platform, the officials were lined up at attention, and the American representative was received with

fitting respect and ceremony. Throughout the journey, Lieutenant Kollock was impressed by the apparent nervousness of the officials. They seemed to act as if their lives were in constant jeopardy.

A number of proposed railhead sites were inspected during the following days, on the east bank of the Rhine. It was no place for an American at that time, yet Lieutenant Kollock hurried along, this time in the Dodge truck, past German troops, and at times arriving in villages ahead of certain expected divisions. The crowds were gathered to give the returning troops a real reception. Arches had been erected, flags were flying everywhere, and signs in German bearing such inscriptions as "Welcome to our Returning Troops!" were displayed. Quite naturally the entry of an American car and an American officer at such a time was not looked upon with the best of feeling. Along the route at one point fifty or sixty dead horses were seen, the bodies of which had been cut up by the troops for meat. It was apparent that the German transportation of foodstuffs to its men must have been badly demoralized when recourse to such action became necessary.

Both the Dodge and special trains were used by Lieutenant Kollock in his preliminary work, and the places inspected other than those mentioned above were Dierdorf, Neuwied, Montabaur, St. Goarshn, Nassau, Laurenburg, and Oberwesel.

One of the most important pieces of work handled by the Company while stationed at Coblenz was the construction of a pontoon bridge across the Moselle at Treis, forty kilometres up the river from Coblenz. A contract was let with a former sergeant in the German Army, Herr Lutz, to do

the actual work, but the undertaking was in direct charge of Captain McClure, who was represented by Lieutenant Reynolds. Sergeant Ueberle supervised the work and assisted to a great extent in the actual construction. Owing to the fact that no vessels of any size can pass from the Rhine to the Moselle, on account of the strength of the current beneath the bridge over the Moselle near the confluence of the two streams, it was necessary to secure a tug from Trier to tow the pontoons from Coblenz to Treis.

The order for the construction of the bridge was received December 8. That afternoon and the following day were consumed in assembling the men and getting the pontoons in shape. Fog on the river interfered with operations considerably, and much difficulty was experienced in getting the pontoons through the bridge and through a narrow point in the river above Coblenz where the current was very strong. Horses had to be used to assist the tug at this point.

The thirty-six pontoons were finally towed to Treis, and work was begun on the night of December 10 at 9.30 P.M. In order to speed up the work, Sergeant Lund and a detail consisting of Pvts. C. J. Papousek, A. A. Wells, M. Kupetz, H. O. Darrow, H. Cutler, W. A. Paterson, H. E. Knodle, and J. D. Murphy took a 5-k.w. electrical set up from Coblenz on a special train and furnished light for the workers. Additional light was obtained by utilizing two Cadillac machine headlights on either side of the river. At 6.15 in the morning of December 11, traffic was opened. The bridge had been constructed to facilitate the passage of troops, as formerly there was only a ferry at this point.

Master Engineer W. S. Church in company with Sergts. H. Kluppell and J. L. Dixon, Corps. M. F. Baldwin and J. H. O'Connor, and Pvts. H. L. Lynch, A. J. Marty, R. H. Eaton, Henry Paulus, H. Darrow, Leo Murphy, L. Achtzehn, Carl Nyberg, C. A. Lalla, M. B. George, O. E. Graf, W. R. Johnston, R. Currie, E. O. Haymart, W. D. Meng, J. Walden, A. J. Matthews, and L. L. Cain left Coblenz on December 8 to prepare the railheads at Boppard, Buchholz, and Oberwesel. On this trip the men were given an opportunity to see some of the finest scenery along the Rhine. This ride on the mountain railroad unfolded a great stretch of country to view. In its course up the mountain, the grade rises 360 metres in six kilometres, and a cog-wheel engine is used.

The long-looked-for arrival of Lieutenant Daly and his detail from Clermont occurred December 9. The trip had been made by motor-truck and was without incident of particular importance. Since the main body of the Company left Clermont for Verdun, Lieutenant Daly had maintained a rear P. C. while waiting for the relief of his men still out at hospitals and other important points. He was assisted by Sergeant Joiner. The men passed their time on small detail work, most of them were billeted in the old château and the mess maintained in the hospital building. It was an enjoyable reunion when the men finally reached Coblenz. This was the last large detail to be called in, and it had been away from the Company for a long time.

CHAPTER VI

On December 11, the detachment consisting of Companies E and F were ordered to report to Longuyon and set out that night. Trier was reached the following morning, where a short stop was made for breakfast, after which the train proceeded to Luxemburg. It remained there all night, and on the morning of December 13, went on down to Longuyon, passing over the Prince Henri road. The train remained most of the day at Longuyon, when orders were received to proceed to Hettange-Grande, a little village in old Lorraine, between Metz and Luxemburg, near Thionville (Diedenhofen) for guard duty. After a delay in Longwy, the Company reached Hettange-Grande on the night of December 14. The train remained for a time at the depot and was then switched into the yards.

The Company was attached for temporary duty to the Second Army, 10th Brigade and 5th Division, and took over the general guard duty for the district, which consisted of barrier guard and guard over the railroads and other property and the preservation of order. Lieutenant Reynolds was guard officer for a time, but was later succeeded by Lieutenant Kollock. The Hettange-Grande interior guard was in charge of Sergt. D. E. VanVactor with Corps. C. A. Schilling and W. H. Winslow and twenty men. The interior guard at Cattenom was in charge of Sergt. G. B. Bates

with Corps. A. L. Morgan, T. E. Gallagher, and W. S. Wiley and fifteen men. The railroad-track guard was in charge of Sergt. J. L. Dixon and was split into three groups. One group with Sergt. G. B. Joiner and Corps. P. H. Hoeffel and T. N. Bristow and thirty-two men were stationed near Dudelange at the beautiful Mayrisch château. Another group with Corporal Ross and four men was at Suftgen, about midway between Dudelange and Hettange-Grande. The third group with Sergt. J. K. Lund, Corp. W. N. McDonald and thirteen men was stationed at the train. The barrier and property guard work began December 16 and the railroad guard December 21. A small detail had been left at Coblenz on special duty while the remainder of the Company was engaged at Hettange-Grande in the usual camp routines.

Christmas at Hettange-Grande was passed pleasantly. At noon the Company gathered on the loading-platform near the train, and after giving three cheers for each of the company officers and Major Kelly, a Christmas message from Captain McClure was read by Sergeant Looney. It was as follows:—

HEADQUARTERS COMPANY E, 37TH ENGINEERS

25 DECEMBER, 1918.

Dear Engineers and Officers, Company E,—This short message is a small but inadequate expression of my feelings towards you on this, our first Christmas gathering.

I shall never be able to completely transmit my many thoughts and my deep appreciation of your work, your courage, and your co-operation.

You have worked with untiring energy through the preparation, the action, and the finish of the three large

drives at Château-Thierry, Saint Mihiel, and the Argonne, and your results have always reaped a harvest of favorable comment.

You have shown a versatility in war work which can never be equalled, and the accomplishments of this Company and your everlasting ability to produce results, even under the most adverse conditions, will go down in history.

For years to come, you will be pleased to boast of that greatest honor, the fact that the march of the Third Army in Germany was preceded by Company E, 37th U.S. Engineers, on their reconnaissance train under orders of the Chief of Staff.

Our work has been of value to all arms of the service, and many expressions of their pleasure, from your results, have come to Headquarters.

For the privilege of having been associated with you in the past and with a continued hope for the speedy return home with this unit intact, I thank you deeply for your splendid response and *ésprit de corps* and wish you all a Merry Christmas, and the New Year in America.

Signed D. C. McClure.

This genuine expression of appreciation from the Captain helped to gladden the hearts of the men on a rather miserable Christmas Day. Had he eavesdropped a bit about the box-cars afterwards, he would have found a lot of merry groups gathered about the stoves, partaking of an excellent Christmas dinner while they "talked him over." Such remarks as "He's a regular man!" or "He's just one of the boys!" or "He'll fight for his men every time!" and "Let me tell you, that little fellow's got G—s!" would have given him some idea of the way in which he "stacked up" with the boys. Captain McClure had not only the respect of his men and

their confidence in his leadership, but he had endeared himself to them in a way which is difficult to express. When he was called a few days later to be associated with Colonel Dillon in appraisal work in Belgium, every man in the Company felt a deep sense of personal loss.

At the conclusion of the reading of the Captain's letter a prayer was offered by Pvt. J. P. Payne, which was followed by the singing of "America." Corporal Hayburn then delighted his hearers with a solo, "My Belgian Rose," and the Company returned to the train to receive gifts of cookies, chocolate, jam, cigarettes, and chewing-gum from the Red Cross, Y. M. C. A., and Knights of Columbus. Dinner was then served. The menu follows:—

CHRISTMAS DINNER

Veal Croquettes with Bechamel Sauce
French Peas in Butter Carrots in Cream
Mashed Potatoes
Bread Butter Confiture
Cabinet Pudding with Chocolate Blanc Mange
Coffee

Many of the men had received their mail including the Christmas boxes the night before, which aided greatly in making the occasion more enjoyable. The credit for this is due to Wagoner Hoffman and Private Bloomquist, who had made an unusually fast trip to Souilly, Regimental Headquarters.

Madame Mayrisch de Saint Hubert, at the château, threw open a portion of her beautiful home for the use of Sergeant Joiner's men on Christmas Eve and Christmas Day and night, entertained them with a Christmas tree in the sun-room, and

JOINER'S DETAIL AT THE CHÂTEAU OF MADAME MAYRISCH

treated them as if they were her own boys. She made a special trip to Luxemburg and spent all day the 24th purchasing gifts and decorations for the tree. A delicious roast pig was prepared in the château cuisine for the Christmas dinner, and rare old wine was served.

From the day of their arrival at Dudelange, this charming woman took special pains to make the men comfortable. It is interesting in this connection to mention that the Infantry guard which was replaced by E Company had been living in "pup" tents near the tunnel, and the men were much disturbed when they were relieved, because they were more comfortable and satisfied than they had been since they arrived in France. They were "sitting on the world," as they expressed it. E Company men did not exactly relish the idea of life in the open when the great château near might offer some shelter, and within an hour after their arrival they were comfortably billeted in a large barn and garage on the grounds. And this was no ordinary barn; it was a small château in itself. The cattle and horses occupied steam-heated and tiled stalls, and the men were quartered on the second floor with the best of accommodations. Madame Mayrisch, having had some experience with the German officers and soldiers at her home for the past four years, had quite naturally expected that the Americans desired quarters in the château, when they inquired. She was very gracious, but doubted whether she had room for the whole detail in the house. It was difficult to make her understand that the men only wanted the simplest accommodations in the way of shelter, and no one, not even the Sergeant in charge, would impose upon her to the

extent of living in the château. At once she began to realize that she was dealing with another class of soldiers, and from that day on could not do enough to make every one comfortable and happy. She arranged for a certain number to bathe each day and in every way looked after their comfort.

On Christmas night, Captain McClure and Lieutenant Reynolds were the guests of Madame Mayrisch and family. Her niece delighted the officers and men with several fancy dances, and a very pleasant informal evening was enjoyed. It should be mentioned that Sergeant Joiner had not overlooked the fact that hobnailed boots and polished marble and hardwood floors do not go well together. Accordingly every member of the detail wore overshoes to the party. The signatures and home addresses of all the men were taken by the hostess as a souvenir to send to her daughter, who is a student in Switzerland. Madame Mayrisch spoke English as though it were her native tongue, and took occasion to tell the officers and men how much she had enjoyed having them with her, and how sharply they contrasted with the Germans. The Huns were despised by all good Luxemburgers, she said, and they were held in the most profound contempt.

On December 26, the village of Hettange-Grande celebrated its liberation in a merry fashion. At 3 o'clock in the afternoon, all of the village folk assembled in a large hall prettily decorated for the occasion. There the women, dressed in the costume of old Lorraine, chose their partners for the day and evening by pinning flowers on the lucky ones and then formed in line outside for the grand parade. This parade, in which E Company marched in column of fours, was headed by the village band of

a few horns, which made up in volume what it lacked in numbers. The French standard was carried by a French zouave, escorted by two Americans, Sergeant Lund and Pvt. C. P. Gray, and the Company followed. Behind them, the singing village people joined arm in arm and swung merrily along the highways and byways. It had probably been a long time since the Marseillaise had been heard in Hettange-Grande, but still within the recollection of many of the old folks who witnessed the scene. Joy reigned supreme in the little town that day. After dinner the crowd again gathered at the hall for a great reunion and dance, and the festivities continued until sunrise the following morning. The burgomaster expressed his gratitude to the Company for its assistance in making the occasion a success.

The next event of company interest was on December 28, when Captain McClure left for Paris and Lieutenant Reynolds assumed command of the Company.

On New Year's Eve, orders having been received to turn over all guard duty in Lorraine to the French by the first of the year, the company train pulled out for Rumelange, a little mining town in Luxemburg, just over the frontier. New Year's Day was passed in the yards there, and on January 2 the Company left for Bertrange, a short distance west of the city of Luxemburg. The night was passed in the yards at Luxemburg, and Bertrange was reached the following noon.

The time for parting from the "S. S. S." (Sight-Seeing Special, as some called it) had come. Rumors were in the air that mobilization for the return home would soon be ordered, and the men were

in an amiable frame of mind. They had clung to the hope that the train might be retained until port should be reached, but the ruling of the Inter-Allied Railroad Commission, that the German equipment was not to be taken into France at present, prevented this. The cars were stripped of their elaborate furnishings including arm-chairs, sofas, stoves, and mirrors, and everything, including the precious piano, presented to the burgomaster of Bertrange to be distributed as he should see fit. With nothing but marching equipment, the men moved into billets along with Company F of the 37th to await the call home.

Several important changes in the personnel of the non-commissioned officers were made about this time. First Sergt. O. S. Looney was, at his own request, relieved of his duties as First Sergeant and was later appointed Mess Sergeant. Sergeant First Class Achenbach served temporarily as Acting First Sergeant, but was later appointed Master Engineer, Junior Grade, and Sergt. S. W. Raker promoted to be First Sergeant. This was a fitting reward for Sergeant Raker, whose untiring devotion to the interests of the Company since its formation had been recognized by all. In his former capacity as company clerk he had been on the job night and day and frequently under the most trying conditions, and the final examination of the records by the embarkation officials showed the results of his painstaking work.

Otherwise the sojourn of nine days at Bertrange was without incident of particular company interest. The time was passed in drilling, short hikes, and the usual inspections. Every one was restless, and anxious for the reception of the order to move.

The six months' period of service in France having been completed, the men received authorization for wearing service stripes, and these as well as the insignia of the Army of Occupation began appearing at this time.

The detachment of E and F Companies, under the command of Captain Sealey of F Company, left Bertrange at 11.30 A.M., January 12, in a special train consisting of box-cars and a passenger coach for the officers. Company E was assigned nine small cars for 210 men. This did not matter, however, for the travel order read Saint-Nazaire and embarkation for the United States. The train passed via Luxemburg, Hettange-Grande, and Thionville to Metz, which was reached at 4.30 P.M. It was just dusk when the train pulled in to the famous old fortress-city, so the men were able to obtain only a glimpse of the place. Many of the Company had been given an opportunity previously to view the city while en route on various missions to and from Luxemburg and Germany. The train remained at the depot until 8.30 P.M. beside a long train of French prisoners of war. These prisoners had the same starved and ragged appearance as those seen in November on the march from Verdun to Etain. The route out of Metz was up the Moselle River, across the old front near Pont-à-Mousson, and past Dieulouard, Marbache, and those other places familiar to the men in connection with their work in the Saint-Mihiel attack. Many remained up during a portion of the night to catch a parting glimpse of the devastated places.

Nancy was reached during the night, and the train proceeded at 10 A.M., January 13, via Toul, Commercy, Bar-le-Duc to Ravigny for rations;

thence via Chalons, Epernay, Château-Thierry, La Ferté-sous-Jouarre, and Meaux to Paris. Unfortunately the familiar valley of the Marne was traversed during the night and the men deprived of a last look at the territory in which they had worked during the drive above Château-Thierry. Private Zeile was left behind at Nancy because of the train pulling out while he was away exploring, but he rejoined the Company at Saint-Pierre-des-Corps. The Marne River was very high, overflowing its banks in many places. Most of the day of January 14 was passed in the yards at Noisy-le-Sec and in circling Paris to the main line south to Orleans. Saint-Pierre-des-Corps was reached the following morning, where Red Cross workers served coffee to the men.

The train pulled out in the afternoon and followed the valley of the Loire River to Trélazé, a small village, where the men were ordered to detrain and march to Corné, a distance of some twelve kilometres. This change in orders came as a keen disappointment to the men, who had thought that they were homeward-bound. Some of the platoons marched with full packs, while others were relieved of them by the trucks. Corné was reached about midnight, and the men temporarily billeted until the following day, when headquarters was established in an old château and a portion of the Company established there. Others were lodged about the town in bowling-alleys and wherever accommodations could be procured. The remainder of the Regiment had already arrived.

The days which followed dragged miserably. The men had set their minds on going home, and the delay was anything but agreeable. The weather

was in harmony with the spirits of the men. Immediately upon settling down very definite rules of deportment were established and all made to understand that they were entering upon a period of probation and sprucing up and that their sojourn depended entirely upon their own efforts. So in spite of the disappointment, lack of wood, insufficient rations, and most unsatisfactory accommodations for bathing and cleaning clothes the men set to work with the old 37th spirit of doing all and more than they were told to do. They scrubbed and drilled and rolled packs until both themselves and equipment were beyond criticism. Packs and horse-shoe rolls were of such uniform dimensions that a micrometer caliper would have shown no variation. All of these matters of uniformity which had seemed of little importance did prove to be of very great importance when it came to appearance for inspection, and when on January 29 the regiment was reviewed by the Inspector General, the men felt a just pride in the showing they made. Lieutenant-Colonel Smitten, who had recently assumed command of the 37th, expressed his satisfaction and that of the Inspector General in the following notice:—

REGIMENTAL HEADQUARTERS
THIRTY-SEVENTH ENGINEERS

AMERICAN EXPDT. FORCES.
29th January 1919.

BULLETIN

To be read to all companies.

The Commanding Officer presents his compliments to all the officers and men of the 37th Engineers for the creditable manner with which they passed the final inspection to-day.

The ability of the Engineers to make good has once more been demonstrated, and in face of the impression that it could not be done in such a short time.

The net result is that the showing made to-day was the best ever made in this district by any body of troops. Keep the good work up, that the reputation of the 37th Engineers as soldiers and engineers be maintained even after the regiment has ceased to exist.

H. M. SMITTEN,
Lt. Col. Engrs., U.S.A.,
Commanding.

Much to the surprise of the men, word was passed around a few days after this inspection that General Pershing would review the Regiment on February 4. On the appointed day, the six companies, together with several other organizations in the same billeting area, marched to the appointed place for the review. The inspection was made with open-rank formation, the front and rear ranks facing each other. The Commanding General passed through the ranks, accompanied by his Staff. As each company was approached, the Commanding Officer of that company was invited to accompany the Chief of Staff during the inspection of the unit. General Pershing expressed himself as very much pleased with the appearance of the men, and said to Lieutenant Reynolds, "You certainly have a splendid personnel." After the review, the General again voiced his satisfaction with the showing made, and took the occasion to warmly thank the officers and men for the services rendered by the organization in the various drives in which they had assisted and later with the Army of Occupation in Germany. The high honor shown the regiment by

this visit of General Pershing, at a time when he was very much occupied with matters concerning the armistice and the peace settlement, was sincerely appreciated.

Pvt. H. E. Van Sander of F Company, in his song, "The Gallant Thirty-Seventh," which became immensely popular at Corné, cleverly covers the sojourn there in the following lines:—

> "On the way to Saint-Nazaire
> The gang was ditched one day
> And made to hike through rain and sleet
> To the town of old Corné,
> Where we were soused, drilled, and deloused
> And inspected every day.
> We'll never forget Colonel Shoe-string
> And the misery of Corné."

The casting from our midst of the festive and elusive "cootie" was one of the real struggles of the war. Major Cowan led in this battle. The men were taken to the delousing station in Angers by detachments and there bathed while the clothes and blankets were sterilized. Diligent reading of the underwear by his assistants led the Major to conclude the scourge had not as yet been stamped out, and accordingly regular inspections were held, and those still housing the bugs were again subjected to the delousing process. By frequent bathing and boiling of the underwear the men rid themselves of these little friends of the soldier. When they settled down in Corné a month previous, they carried, snugly hid away on their persons, all of the "cooties" in France.

The establishment of a community hall where the men could gather for social purposes helped to

make life a bit more tolerable. Entertainments were frequently given. Most of these were given by travelling troupes of vaudeville entertainers, but the Regiment itself put on several clever sketches, among which was one under the auspices of E and F Companies, on February 18. This was an exceptionally good show, especially considering the fact that it was presented after only a few days' training and without special scenery or costumes. During the entertainment, the men good-naturedly and unmercifully took occasion to "ride" the officers and sergeants to their heart's content. "Some" Colonel had deleted a popular war-time expression used quite freely in a picture show a few nights previously, and they religiously avoided its use at the company show. All were agreed that the Colonel was right in his idea that, along with the general cleansing of clothes, equipment, and persons, it might be well at this time to look into the soldier vocabulary a bit as a matter of self-preservation for the men when they should return home. Mention of the individual merits of the various acts in the entertainment is unnecessary, as all contributed in equal measure to make the show a success.

PROGRAMME

Memories	Chorus
Reading, "Memories" . . .	Hamre
Song, "Please Go Away and Let Me Sleep"	Quartet and Chorus
Song, "Are You From Dixie?"	Hayburn and O'Brien
Specialty	Stringed Instruments
Sketch, The Street Fakers .	Van Sander and O'Brien
Songs	Quartet

Reading, "Sheridan's Ride".	Hamre
Hawaiian Dance	Van Sander, English, and Bristow
Sketch, "Arkansas Traveller"	Willis and O'Brien
Solo, "Three Letters From Home"	Hayburn
Solo, "Belgian Rose" . . .	Hayburn
Specialty	Stringed Instruments
37th Engineers Song . . .	Van Sander, O'Brien, and Chorus
Song, "When His Pipe Went Out"	Stringed Instruments and Chorus
Grand Finale, "Good-bye France"	Chorus and Orchestra

The quartet consisted of Corporals Seeger and Bristow and Pvts. J. R. Brown and Wm. Broeker. The stringed instruments were in the hands of Corporals Bristow and Baldwin and Privates English, Willis, Brottlund, and Buchanan. Sergeant Copley was stage director, and Private Miller, property man. Music was by the 37th Engineers Orchestra.

Corp. O. R. Seeger and Pvt. C. I. Bartlett rejoined the Company at Corné after spending several months in Italy. They had been detailed with a number of other tractor experts in the Regiment for service with the Italian Army and were located for the larger part of the time near Rome, on the Appian Way. Upon the conclusion of hostilities, they had abundant opportunity to view the many interesting places in and about Rome. Many special privileges and courtesies were shown them by the Italian authorities.

The sojourn of the 37th at Corné was brought to a close on February 23, when the Regiment set out

for Saint-Nazaire. The men marched to Trélazé and there entrained aboard United States box-cars. About midnight the train pulled out, and reached the embarkation point the following morning at six o'clock. It was raining, as is usually the case at Saint-Nazaire. After a tramp of about four miles through the mud, Camp No. 2 was reached, and there, after breakfast, a rigid physical examination was conducted by the port officials. The men were next taken to Camp No. 1 and there again deloused and given a hot bath and new underclothes. The preliminaries for embarkation having been completed, the Regiment was assigned to barracks in an isolation camp near to await the final orders. A show-down inspection was held on February 26, after which the men were kept busy on detail work of various sorts such as guard duty, K. P., construction work on Salvation Army and Y. M. C. A. huts, and digging graves.

Colonel Peirce, who only a few days previously had received his promotion, assumed command of the 37th at Saint-Nazaire. Major Kelly also rejoined the Regiment and resumed command of the 2d Battalion, and E Company welcomed Captain McClure back to the fold. He was in command but a few days, however, for on March 2 the Company as an organization ceased to exist and was split up into detachments.

In order to facilitate the handling of the men when they should arrive in the States, it had been ordered that the 37th be separated into groups and assigned to camps throughout the United States located somewhere in the neighborhood of the homes of the respective men. With this in view, the passenger lists were prepared by detachments without

regard to company organization, and on March 2 the new formations were assembled and reassigned to billets. The E Company headquarters force as well as those of the other companies, battalions, and the Regiment were assigned to Columbus Barracks. The officers and men of E Company were detached and assigned as follows:—

Columbus Barracks	Captain McClure, Lieutenant Curley, and eighty-three men
Camp Upton	Lieutenant Daly and twenty-seven men
Camp Devens	Two men
Camp Kearney	Lieutenant Reynolds and twenty-eight men
Camp Dodge	Forty-three men
Camp Taylor	Lieutenant Kollock and two men
Camp Gordon	One man
Camp Lee	Thirty-five men

The days in camp were quite uneventful until March 8, when the Regiment marched joyfully down to the wharves and aboard the transport Princess Matoika. The 37th Engineers was the only regular organization of troops aboard, the remainder of the passengers consisting of casuals and some four hundred sick and wounded. The total number of officers and men carried, exclusive of the crew, was 3,300.

Sunday always seems to have been the 37th's great moving-day and this was no exception to the rule. Sunday morning, March 9, at ten o'clock, the stern flag was flung to the breeze while the ship band played "The Star-Spangled Banner," "The Marseillaise," and "Homeward Bound." At eleven o'clock the big liner passed out of the locks and proceeded to sea.

The quarters and food were greatly in contrast to last year's accommodations aboard the Mauretania. Every man had a comfortable bunk, and was not crowded. For a few days the weather was disagreeable, which condition was reflected in the number of absentees from the mess-line. In general, however, the sea was unusually calm for March. No events of particular importance transpired during the voyage. Plenty of reading matter was available, and the canteen carried about everything that was desired. Newport News was reached at 7 A.M. March 20, and the troops disembarked at 10 A.M. and marched to Camp Stuart, where good-bys were said and the Company split into detachments and sent to various demobilization camps.

CONCLUSION

The geographical distribution of the Company by States according to the "nearest of kin" roster of addresses was as follows at the time that the return passenger lists were prepared: Illinois, 36; Missouri, 30; Pennsylvania, 24; Massachusetts, 19; Oregon, 18; New York, 16; Minnesota, 14; California, 11; Ohio, 8; Wisconsin, 6; Washington, 5; Colorado, 4; Michigan, 3; Texas, 3; Kentucky, District of Columbia, Connecticut, South Carolina, Iowa, New Jersey, Nevada, and Georgia, each 2; and North Dakota, Tennessee, Oklahoma, Utah, Rhode Island, Nebraska, Maine, Arizona, Kansas, New Hampshire, and Scotland, each 1.

The trades and professions represented were as follows: electrical engineer, mechanical engineer, civil engineer, electrician, mechanician, chauffeur, construction engineer, clerk, chef, dining-car steward, carpenter, lineman, steam engineer, pump engineer, railway mail clerk, letter-carrier, saddler, office manager, electrical contractor, hydro-electric operator, blacksmith, stenographer, machinist, pipefitter, brick-mason, oxyacetylene welder, gas-engine operator, sheet-metal worker, stationary engineer, foundryman, draftsman, farmer, plumber, boilermaker, marine engineer, locomotive engineer, railway trainman, shoemaker, tinsmith, and shingler.

This was indeed a strange combination of talent, and the list of trades and professions does not, by any means, indicate the capabilities of the men.

From such a miscellaneous group, however, filled with initiative and resourcefulness, E Company was developed into an efficient engineer war unit, and under competent leadership it was able to perform its work in such a manner as to frequently attract very favorable comment. Major Kelly has jotted down a few notes on some of the difficulties experienced in getting results during the early part of the Company's war activities, which are given below:—

Some Notes on Experiences of the Thirty-seventh Engineers

MAJ. J. T. KELLY, JR.

Upon arrival at La-Ferté-sous-Jouarre in the latter part of July, 1918, E Company had neither tools nor material, but at once took up all sorts of electrical and mechanical work. The men were provided with Red Cross jack-knives, a sense of humor, and a spirit that knew no refusal.

A certain plumbing job was accomplished by cutting a tin roof into strips to make a pipe, and wiping the joint with friction tape. A water system was installed in the château occupied by the Chief Engineer's office. The only pumps available were hand pumps which would only raise the water half-way to the tank in the attic. However, two pumps were cut into the line in series, and the two men doing the pumping had to stroke together—but it worked!

A supply of electrical material was located in town which was under the jealous guard of a Master Engineer. Sergeant First Class Mezger labored oft but vainly to get some of the material,

and finally came to his Company Commander, saying, "Sir, if you would go and talk with this man, I think we might get it." The Captain went at once and talked for half an hour with the Master Engineer without result, leaving rather disappointed, until on the way back he met Sergeant Mezger with beaming countenance, who remarked, "That was fine, sir; we got everything we wanted while you kept him busy."

One night at eleven o'clock the Captain undertook to provide lights at First Corps Headquarters at Fère-en-Tardenois by the following night. He had no generator, wire, lamps, or sockets. Lamps and sockets were obtained from the French on "Memo Receipt," a small generator which would not run was discovered, and at 1 P.M. the party set out without any wire at all. Wire (about No. 22 weatherproof) was obtained from a convenient signal-corps dump en route, but the motor was a problem. It had no starting crank, and the flutter valve was missing. The men arrived on the job at 6 P.M., and at 9.10 P.M., just at dark, the lights were turned on in three buildings. To start the motor, a piece of pipe was found to slip over the shaft, notches filed in the end to engage the pin, and a small Stilson wrench used to spin the pipe. To keep the motor going, one of the men supplied a flutter valve in the shape of his own hands, which he patiently flopped for five hours, until at 2 A.M. the lights were no longer needed. The next day another machine was located and installed.

One afternoon, the Corps Engineer of the First Corps sent for the Company Commander and showed him four hand-pumps of two different types which were broken down, and also an empty tank.

He naturally wanted water in the tank. The Captain sent for Sergeant Salchenberger, and said: "At Saizerais you will find an empty tank and four broken-down pumps. Put water in the tank before night." In two hours and a half, water was in the tank, one good pump having been fabricated out of the four. On the same job, the bath-house was found to be shy of several shower-heads, rendering it nearly useless. New shower-heads were made out of old tomato-cans with nail holes in the bottom, and the bath-house was a success.

Word came in late one night that a pump in the Puvenelle Forest was broken down. This was a most important station, for several thousand troops were hidden in that forest awaiting the 12th of September and the opening of the Saint-Mihiel offensive. Reaching the site early the next morning, the Captain was rejoiced to hear the pumps in operation. "I thought you were broken down," he said to the operators. "We were for about half an hour last night," was the reply. "The main bearing-cap went all to pieces, but we tied it down with strap iron." However, the iron was not standing the gaff, so the boys had whittled a new bearing-cap out of wood. It was put in place, grease was used plentifully, and the makeshift performed ably until the emergency was passed.

A broken-down pump at Saint-Geneviève could not be repaired with the flat leather available, but a cup ingeniously cut from an old automobile tire did the work.

At a number of châteaus it was prohibited to drive a nail or screw or cut a hole, yet they were wired and satisfactorily lighted by using keyholes,

sticks wedged into mouldings, and an infinite variety of similar tricks. Small wonder that the Company Commander never felt unsafe in assuming the most impossible tasks.

The Company Commander was at Neufchâteau one evening when he received orders to have eight buildings at Ligny-en-Barrois wired by the next night. The men, without tools or material, were then forty miles from Neufchâteau and fifty miles from Ligny. No telephone connection existed, and only a Dodge truck was available for transportation. It was therefore two o'clock the next day before men and material were delivered on the job. The eight buildings had grown over night to sixteen. However, when darkness fell the sixteen were lighted in some fashion, and on the following day a proper job of wiring was completed.

Captain Sealey of F Company, upon going to his garage one morning, discovered his transportation sergeant with a brand-new motor-cycle casing, an almost unheard-of thing in those days. "Hello!" said the Captain. "Where did you get the casing?" The Sergeant slowly straightened up and remarked, "The Captain should say, 'I see you have a new casing.'" Enough had been said. That remark became a byword.

BIOGRAPHICAL SKETCHES OF THE OFFICERS

JOSEPH T. KELLY, JR., was born January 30, 1879, at Washington, D.C. He entered the Central High School in the Academic course, but later changed to what was known as the Technical course, graduating in 1898. He entered Cornell University in the fall of that year in the Mechanical Engineering course, from which he was graduated in 1902 with the degree of M.E. He was a member of the class football and track teams and the Varsity La Crosse team. During summer vacation he worked in the shops of the Stanley Electric Company of Pittsfield, Mass., the General Electric Company, the Blake Steam Pump Company, and the Columbia Liquid Air Company.

After leaving Cornell, he entered the employ of the Bell Telephone Company in Washington and later in Baltimore, Md., in the Plant department. In 1910 he left to enter the employ of the Consolidated Gas, Electric Light and Power Company of Baltimore as superintendent of electric distribution, which position he held until May, 1917, when he was called to active duty in the army, having been commissioned Captain of Engineers in the Reserve Corps on April 2, 1917.

On August 27, 1917, he was assigned to Command of B Company, 305th Engineers, and remained in that position until March 27, 1918, when he was transferred to the 37th Engineers, where he was given command of E Company, then not as yet

formed. The story of Captain Kelly's activities during the war as Captain of E Company and of his promotion to Major and command of the Second Battalion is given in detail in the company's history. In January, 1918, Major Kelly was detached from the Regiment and assigned to the American Commission to Negotiate Peace with that section dealing with the war damages in Allied countries. His address on February 10, 1919, was 53, Avenue Montaigne, Paris.

CAPT. DONALD C. MCCLURE was born at Coxsackie, N.Y., May 31, 1890. He received his preliminary education in the Coxsackie grammar schools, after which he entered the New York Military Academy at Cornwall, from which he was graduated in 1909 as First Lieutenant. Captain McClure then entered Rensselaer Polytechnic Institute at Troy, N.Y., from which he was graduated with the degree of E.E. in the class of 1913. During his course he was an enthusiast in all forms of athletics, especially football and track, and was a member of the Delta Tau Delta Fraternity. His summer vacations were spent in the employ of the Upper Hudson Electric Company and the Utica Gas Company. In 1913, after graduation from the University, he was engaged by Henry L. Doherty & Company of 60 Wall Street, New York, and from 1913 to 1917 represented this company in utility reconstruction work throughout the West. At the time of beginning his military activities he was an electrical engineer and superintendent with the Denver Gas and Electric Company at Denver. In 1918 he entered the Officers Training Camp at Fort Leavenworth, where he received his commission.

He was then assigned to the 314th Engineers at Camp Funston, from which station he was called to Fort Myer. Captain McClure is a member of the American Institute of Electrical Engineers, the National Electric Light Association, and the National Commercial Gas Association.

FIRST LIEUT. R. W. REYNOLDS was born April 11, 1887, in Kankakee, Ill., and received his early education in Bavaria and France. After completing the grammar school in Chicago, he was employed by the Southern California Edison Company of Los Angeles in various departments and capacities. In 1909, when chief operator with this company, he entered the University of California, graduating from the College of Civil Engineering in 1913 with the degree of B.S. This was followed by two years in Peru, as assistant to the general superintendent of power of the Cerro di Pasco Mining Company. Upon returning from South America, he was employed as engineer by the Pacific Tank and Pipe Company of San Francisco, continuing in this capacity until he entered the army in October of 1917. He attended the second Officers Training Camp at Vancouver Barracks and after receiving his commission was assigned to the 316th Engineers, 91st Division, at Camp Lewis, where he remained until January 1, 1918. He was then transferred to the 318th Engineers, 6th Division, at Vancouver Barracks, where he remained until the middle of March, when he joined the 37th at Fort Myer. He is a member of the Tau Beta Pi College fraternity, an associate member of the American Institute of Electrical Engineers, and a junior member of the American Society of Civil Engineers. On June 1, 1918,

Lieutenant Reynolds married Miss Patsey Stewart of Portland, Ore., at Washington, D.C.

FIRST LIEUT. J. STANTON CURLEY was born at Troy, N.Y., in 1892. He received his preliminary education there and was graduated from the Troy High School. He then entered the Rensselaer Polytechnic Institute and graduated in 1914 with the degree of E.E. His engineering career began in the services of the General Electric Company as electrical engineer. When the Mexican border trouble broke out, he volunteered with the 22d Engineers of the New York National Guard and spent nine months in the service. He then re-entered the employ of the General Electric Company and remained with them until September 1, 1917, when he entered the second Officers Training School at the American University at Washington, D.C. He received his commission in November and was assigned to Washington Barracks with the First Provisional Regiment of Engineers. In January of 1918 he was assigned to the 37th Engineers at Fort Myer. Lieutenant Curley is an associate member of the American Institute of Electrical Engineers.

SECOND LIEUT. WILLIAM F. DALY was born at Peru, Ind., January 1, 1889, and received his early education in Bridgeport, Conn., where he graduated from the Bridgeport High School. He then took up electrical engineering at Pratt Institute in Brooklyn, N.Y., graduating from there in 1911. He also attended Brooklyn Polytechnic Institute, taking up special engineering work. He began his engineering career in the shops of the Allis-Chalmers Company at Norwood, Ohio. After about two years, he left to take a position with the Crocker-Wheeler

Company at the Chicago office. Later, he accepted a position with the Stewart-Warner Speedometer Corporation, leaving them to join the army. He attended the Officers Training Camp at Camp Grant, Rockford, Ill., and from there was sent to Camp Lee, where he secured his commission. On April 23, 1918, Lieutenant Daly married Miss Grace Gerard in Cincinnati, Miss Gerard's home. The Lieutenant is a member of the Alpha Delta Sigma college fraternity and an associate member of the American Institute of Electrical Engineers.

SECOND LIEUT. G. J. KOLLOCK was born March 8, 1889, in Clarksville, Ga. He received his grammar-school education at Savannah, Ga., and later entered the Georgia Institute of Technology at Atlanta, graduating in B.S.E.E. in 1911. He took one year's apprentice course with the Westinghouse Electric and Manufacturing Company at East Pittsburgh, Pa., and spent the following year as electrical engineer in the Industrial Control section. In September, 1913, he left the Westinghouse Company to enter the employ of the Georgia Railway and Power Company at Atlanta, and in September, 1917, was assistant superintendent of transmission and superintendent of the underground department when he was drafted into the service of the National Army. In January, 1918, he was sent to the third Engineer Officers Training Camp at Camp Lee, Va., and was assigned to the 37th U.S. Engineers at Fort Myer in April, 1918. On May 22, 1918, Lieutenant Kollock married Miss Edith Wright Cairns of Atlanta, Ga., in that city. He is an associate member of the American Institute of Electrical Engineers.

COMPANY ROSTER

Name	*Rank*	*Address (Nearest of Kin)*
JOSEPH T. KELLY, JR.	Major	417 E. Wardman Courts, Washington, D.C.
DONALD C. MCCLURE	Capt.	Coxsackie, N.Y.
RALPH W. REYNOLDS	1st Lieut.	46 Twenty-second St., Portland, Ore.
JOHN S. CURLEY	1st Lieut.	154 Second St., Troy, N.Y.
WILLIAM F. DALY	2d Lieut.	C/o Crocker-Wheeler Co., Old Colony Bldg., Chicago, Ill.
GEORGE J. KOLLOCK	2d Lieut.	6 Oakleigh Apts., Atlanta, Ga.
CHARLES H. ACHENBACH	Master Engr., Jr. Grade	1906 W. 6th Ave., Seattle, Wash.
LOUIS ACHTEZEHN	Pvt. 1st Cl.	Sutersville, Pa.
THURSTON F. ACKERMAN	Pvt. 1st Cl.	10 Adams St., Medford Hillside, Mass.
DONALD F. ALLEN	Pvt.	Bull Run, Ore.
JOHN ANDERSON	Pvt. (Transf'd)	2500 N. California Ave., Chicago, Ill.
JOHN F. ANDREWS	Wagoner	2207 Beale Ave., Altoona, Pa.
LEWIS H. ANDREWS	Pvt. 1st Cl.	1013 Elk St., Franklin, Pa.
FRED L. ANSELM	Pvt. 1st Cl. (Wounded in action)	311 Ave. B, Rochester, N.Y.
FREDERICK R. ATKINSON	Pvt. 1st Cl.	1002 17th St., Rock Island, Ill.
EDWARD O. AUDSLEY	Cook	408 S. White St., Kansas City, Mo.
MILTON F. BALDWIN	Corp.	28 Carmel St., New Haven, Conn.
JOHN J. BARNES	Pvt. (Transf'd)	1798 Lafond St., St. Paul, Minn.
VIVIAN H. BARNES	Corp.	Route 1, Cresco, Ia.
LOUIS BARRETT	Pvt. 1st Cl.	6705 Clark Ave., Cleveland, Ohio
CLINTON I. BARTLETT	Pvt.	300 Hudson Ave., Albany, N.Y.
WILLIAM H. BARTLETT	Pvt. 1st Cl.	4721 Beacon St., Chicago, Ill.
GEORGE B. BATES	Sgt. 1st Cl.	36 Shepard St., Lynn, Mass.
WILLIAM L. BAUER	Corp.	Wolf Lake, Ill.
EARL H. BEARDSLEY	Pvt.	34 Hazard St., Jamestown, N.Y.
FRANKLIN J. BEAVERS	Pvt.	371 N. Rebecca Ave., Scranton, Pa.
ALBERT J. BECKER	Pvt. (Transf'd)	3428 Texas Ave., St. Louis, Mo.
FRED BECKER	Pvt.	827 Nelson St., Portland, Ore.

Name	*Rank*	*Address (Nearest of Kin)*
ROBERT J. BENNETT	Pvt. (Killed in action)	C/o Mrs. William Bennett, 3955 17th St., San Francisco, Calif.
HARRY G. BENSON	Pvt.	748 Burr St., St. Paul, Minn.
LOUIS C. BIRSINGER	Pvt.	827 S. 11th St., St. Louis, Mo.
OSCAR J. BLEIN	Cook	1621 N. Richmond St., Chicago, Ill.
HARRY W. BLOOMQUIST	Pvt.	6746 S. Halsted St., Chicago, Ill.
HERBERT R. BLOXAM	Pvt. (Wounded in action)	4628 Drew Ave., S. Minneapolis, Minn.
JOHN C. BLYSTEAD	Pvt. 1st Cl.	659 40th St., Brooklyn, N.Y.
HARRY D. BOEHMER	Pvt. 1st Cl.	144 Lincoln Ave., Millvale, Pa.
THOMAS N. BRISTOW	Corp.	Bennettsville, S.C.
WILLIAM J. BROEKER	Pvt.	4212A Holly Ave., St. Louis, Mo.
HENRY H. BROOKS	Pvt. (Transf'd)	50 Catherine St., Atlanta, Ga.
HERBERT C. BROWN	Pvt. 1st Cl.	C/o Appraisal Engr., Northern Eastern Telegraph Exchange Co., Minneapolis, Minn.
JOSEPH R. BROWN	Pvt.	2013 N. 10th St., St. Louis, Mo.
ROLF V. BROWN	Pvt. (Wounded in action)	Merrillan, Wis.
PAUL R. BRYANT	Pvt.	2050 Jackson Blvd., Chicago, Ill.
ROBERT E. BURKE	Pvt.	3632 Garfield Ave., St. Louis, Mo.
FRED C. BURMASTER	Pvt.	104 Quinces Ave., Amsterdam, N.Y.
LEVERETTE L. CAIN	Pvt. 1st Cl.	209 3d St., Butler, Pa.
CHAUNCY L. CALKINS	Pvt. 1st Cl.	1008 Franklin Pl., Rockford, Ill.
DANIEL J. CALLAHAN	Pvt. (Killed in action)	8165 Bay 16th St., Brooklyn, N.Y.
JAMES T. CAMERON	Pvt.	C/o W. A. Cameron, South Athol, Mass.
PAUL J. CARDINAL	Pvt. 1st Cl.	771 Wabasha St., St. Paul, Minn.
ROBERT W. CASEBEER	Pvt. (Transf'd)	1118 E. Madison St., Portland, Ore.
CHAUNCY M. CASSIDY	Pvt.	155 Congress St., Bradford, Pa.
JOHN J. CASSIDY	Pvt.	15 Concord Sq., Boston, Mass.
WILLIAM CATHCART, JR.	Pvt.	Room 13, Hackley Bank Bldg., Muskegon, Mich.
FRANK L. CERVENKA	Corp.	1117 Brabec St., Pittsburgh, Pa.
ARMAND H. CHAUFOURAUX	Pvt. 1st Cl.	2008A Obear Ave., St. Louis, Mo.
W. S. CHURCH	Master Engr., Sr. Grade	Bergen, N.Y.
JOHN A. CLARK	Pvt.	624 North St., Bellevue, Pa.
KENNETH V. CLARK	Pvt.	5111 Windsor Ave., Chicago, Ill.
THOMAS W. COATH	Pvt. 1st Cl.	875 W. 2d St. South, Salt Lake City, Utah

Name	*Rank*	*Address (Nearest of Kin)*
BARTHOLOMEW L. COFFILL	Pvt.	6 Jefferson St., Newburyport, Mass.
NICHOLAS COLE	Pvt.	28 Diamond Ave. N.E., Grand Rapids, Mich.
THOMAS J. COLLINSON	Sgt. (Transf'd)	C/o G. H. Gunus, R.R. 2, Hillsdale, Ore.
JAMES H. CONE	Corp. (Transf'd)	15 Franklin St., Keene, N.H.
JOHN W. COX	Pvt.	3021 Montrose Ave., Chicago, Ill.
LINDELL L. CRUMP	Pvt. 1st Cl.	Centralia, Mo.
JOHN J. CURRAN	Pvt. (Transf'd)	4595 Evans Ave., St. Louis, Mo.
ROBERT CURRIE	Pvt.	5201 Jennings Rd., St. Louis, Mo.
HOWARD W. CUTLER	Pvt.	15 Barrows St., Boston, Mass.
HARRY O. DARROUGH	Pvt. 1st Cl.	C/o Mrs. E. Darrough, Steeleville, Ill.
GLENN A. DAVID	Pvt.	C/o Mrs. Mary J. David, 454 W. 116th St., Chicago, Ill.
JOHN G. DESLER	Wagoner	C/o Mrs. Mary Desler, Joseph, Ore.
ROSS DILLOW	Pvt.	3447 S. 2d St., St. Louis, Mo.
ALEXANDER DISTLER	Pvt. (Transf'd)	27 Birch Cress, Rochester, N.Y.
GUY DIXON	Pvt.	Route 1, Hazelton, Ida.
JOHN L. DIXON	Sgt.	C/o Mrs. Alice Dixon, Hardin, Ill.
HARRY E. DODDS	Corp.	215 Wall St., Lincoln Place, Pa.
THOMAS DORRANCE	Sadler	Warrenville, Ill.
DANIEL J. DOSEY	Pvt.	C/o Julius Dosey, Pine City, Minn.
THOMAS H. DOWD	Pvt. 1st Cl.	9 North St., Randolph, Mass.
AUGUST G. DRAHAM	Pvt.	265 7th St., Milwaukee, Wis.
ARTHUR J. DUFFY	Pvt. 1st Cl.	26 Filmore St., Newark, N.J.
JAMES S. DUNNING	Pvt.	C/o John Sparks, 13 Averill St., Lynn, Mass.
FRANK C. DUSHA	Pvt. (Transf'd)	721 Woodlawn Ave., Toledo, Ohio
LESTER W. DYCKMAN	Pvt.	179 Park Ave., E. Rutherford, N.J.
ROLAND H. EATON	Pvt.	C/o Henry Eaton, S. Sudbury, Mass.
MATHEW F. EITER	Pvt. (Transf'd)	1936 N. Clark St., Chicago, Ill.
HARRY ELLIASEN	Pvt.	2150 N. Crawford St., Chicago, Ill.
LOWELL C. ELSTEN	Pvt.	438 W. 65th Pl., Chicago, Ill.
NELSON ENGLISH	Pvt.	135 North Union Ave., Portland, Ore.
RAFAEL FABIANI	Pvt. (Transf'd) (Wounded in action)	Centra Le Pagan, Anasco, Porto Rico

Name	*Rank*	*Address (Nearest of Kin)*
EDWARD L. FERGUSON	Pvt.	2650A Caroline St., St. Louis, Mo.
HAROLD R. FIELD	Pvt.	12 Washington Ave., Riverside, R.I.
WILLIAM F. FINN	Pvt.	34 Hancock St., Chelsea, Mass.
ARTHUR R. FORSYTHE	Pvt.	1927 Buena Vista St., Pittsburgh, Pa.
ALLYN FROOM	Pvt. 1st Cl.	117 South K St., Madera, Calif.
LON E. FRY	Pvt. (Transf'd)	C/o Mrs. Carrie Fry, Condon, Ore.
JOHN S. GALLAGHER	Sgt.	2024 Austin Ave., Waco, Tex.
THOMAS E. GALLAGHER	Sgt.	18 N. West St., Somerset, Pa.
MARVIN B. GEORGE	Pvt.	6029 Champlain Ave., Chicago, Ill.
JAMES GILMORE	Pvt. (Transf'd)	Donora, Pa.
DOUGLAS D. GOFF	Pvt.	6938 43d Ave. S.E., Portland, Ore.
FRED GOUCHER	Pvt.	16 Hampshire St., Everett, Mass.
OSWALD E. GRAFF	Pvt. 1st Cl.	3019 Gedion Ave., Zion City, Ill.
CLARENCE P. GRAY	Pvt. 1st Cl.	434 6th St. S.W., Washington, D.C.
HOWARD E. GRAY	Pvt.	2510 Ætna St., Berkeley, Calif.
JAMES T. HAGUE	Pvt.	207 E. Graham Ave., Council Bluffs, Ia.
GEORGE L. HALL	Pvt.	41 Oak St., Providence, R.I.
ORAH G. HALOWELL	Pvt. 1st Cl.	160 Lake St., Lancaster, Ohio.
SAMUEL W. HAMILTON	Stable Sgt.	119 Franklin St., Greensburg, Pa.
OSCAR M. HARGITT	Cook	C/o Marcus Hargitt, Westel, Tenn.
DE WITT F. HARRIS	Pvt. 1st Cl.	C/o Mrs. Birdie Harris, Lincoln, Minn.
THOMAS F. HAYBURN	Corp.	2711 Leland Ave., Chicago, Ill.
EDWARD O. HAYMART	Pvt. 1st Cl.	C/o Mrs. Rose L. Haymart, Giltner, Neb.
FREDERICK C. HELWIG	Pvt.	Fulda, Minn.
EDGAR R. HENNINGSEN	Corp.	95 Adams Ave., Pueblo, Col.
PHILIP H. HOEFEL	Corp.	134 E. Lemon St., Lancaster, Pa.
THOMAS J. HOFFMAN, JR.	Wagoner	C/o T. J. Hoffman, Route 2, Coleman, Wis.
JOHN H. HUBER	Pvt.	2519 St. Louis Ave., St. Louis, Mo.
LOUIS F. HURD	Pvt. (Wounded in action)	Lincoln Pl., Urbana, Ohio
HARRY C. HUTCHISON	Pvt. 1st Cl.	1511 Penn St., Harrisburg, Pa.
CARL ISRAEL	Pvt. 1st Cl.	C/o Mrs. Mary E. Israel, Biggs, Calif.
RICHARD S. JEEVES	Pvt. (Transf'd) (Wounded in action)	41 Cornell St., Lower Falls, Mass.

Name	*Rank*	*Address (Nearest of Kin)*
WILLIAM R. JOHNSTON	Pvt.	181 Oneida St., Monessen, Pa.
CLEM B. JOINER	Sgt.	324 Windham Ave., Laurel, Miss.
EDWARD KAISER	Pvt.	2613 Gravois Ave., St. Louis, Mo.
HARRY E. KANE	Pvt.	1650 Monroe St., Washington, D.C.
VAUGHN KEIFER	Pvt. (Killed in action)	40 E. Main St., Stockton, Calif.
EUGENE KILBRIDE	Pvt.	16 Hermon St., Winthrop, Mass.
RICHARD S. KING	Pvt.	C/o R. G. Patton, Waco, Tex.
H. E. KLEFFEL	Master Engr., Sr. Grade	C/o Pittsburgh Transformer Co., 30 Church St., New York City
HARRY L. KLUPPELL	Pvt. (Wounded in action)	148 Montclair Ave., Pittsburgh, Pa.
EARL M. KNIGHT	Pvt.	C/o Joseph E. Knight, Sherwood, Ore.
HUBERT E. KNODLE	Pvt.	Box 45, Mt. Morris, Ill.
RICHARD J. KULLECK	Pvt.	1240 School St., Chicago, Ill.
FRANK S. KUNZ	Corp.	836 Lill Ave., Chicago, Ill.
MICHAEL KUPETZ	Pvt. 1st Cl.	998 11th Ave. West, Eugene, Ore.
ALFRED J. KUSTON	Pvt. 1st Cl.	438 E 43d St., Chicago, Ill.
WALTER V. LACE	Pvt. 1st Cl. (Wounded in action)	424 Washington St., Appleton, Wis.
JOSEPH S. LALA	Pvt. (Transf'd)	514 Brooklyn Ave., Kansas City, Mo.
CHARLES A. LALLA	Horseshoer	220 Myrtle Ave., Buffalo, N.Y.
MERTON C. LARRABEE	Pvt. 1st Cl.	Unity, Me.
ALFRED E. LAWSON	Pvt. 1st Cl.	3518 Bellefontaine, Kansas City, Mo.
WILLIAM F. LEAHY	Corp. (Transf'd)	336 W. 29th St., Chicago, Ill.
CHRIS C. LEE	Sgt.	432 First St., Baraboo, Wis.
LYNN LEMONS	Corp.	Anna, Ill.
JOHN M. LETTER	Pvt.	3664 Lierman Ave., St. Louis, Mo.
JAMES R. LEVERING	Pvt.	C/o C. D. Levering, Fair Oaks, Calif.
ORRAN D. LIBBY	Pvt.	261 South St., Bridgewater, Mass.
LOUIS J. LONG	Pvt. 1st Cl.	52 Lowell St., Rochester, N.Y.
ORVILLE S. LOONEY	Mess Sgt.	207½ 2d St., Portland, Ore.
ROSS V. LOUGHRAN	Corp. (Wounded in action)	South Beach, Ore.
FRED J. LUBECKER	Pvt. 1st Cl.	2118 S. Harding Ave., Chicago, Ill.
JOHN K. LUND	Sgt.	2812 N. Sacramento Ave., Chicago, Ill.
HARRY L. LYNCH	Pvt. (Wounded in action)	C/o Mrs. Emma Weakley, Box 303, Ely, Nev.

Name	*Rank*	*Address (Nearest of Kin)*
ORESTES G. MARTIN	Pvt.	C/o C. F. Martin, Almond, Wis.
ALFRED MARTY	Pvt.	8243 Idaho Ave., St. Louis, Mo.
ARTHUR J. MATHEWS	Pvt.	C/o Mrs. Pauline Perry, Kimberly, Nev.
FRANK MAYER	Pvt. 1st Cl.	549 E. Yamhill St., Portland, Ore.
WINFRED D. MENG	Pvt.	3 Willis Ave., Columbia, Mo.
JOE F. MERINO	Pvt. 1st Cl.	Superior, Ariz.
FREDERICK C. MEZGER	Sgt. 1st Cl.	126 Kenilworth Pl., Brooklyn, N.Y.
FRANK T. MILES	Sgt. 1st Cl.	2 Holmes Ave., Fort Thomas, Ky.
FRANK R. MIRES	Pvt.	1108 24th St., Oakland, Calif.
JOHN W. MITCHELL	Pvt.	3402 Eads Ave., St. Louis, Mo.
JOHN D. MOFFATT	Pvt. 1st Cl.	111 Lincoln St., Negaunee, Mich.
CARL MONTAGUE	Wagoner	517 Veronica Ave., East St. Louis, Ill.
JOHN J. MOORE	Pvt.	618 Mellon St., Pittsburgh, Pa.
ARTHUR L. MORGAN	Sgt.	423 Rudd Ave., Cañon City, Col.
HARRY MORLEY	Pvt. 1st Cl.	C/o E. E. Morley, McArthur, Ohio
WALTER C. MORRISON	Pvt. 1st Cl.	90 Church St., Oshkosh, Wis.
GEORGE S. MORSE	Pvt. 1st Cl.	142 Lake St., Penn Yan, N.Y.
JOHN D. MURPHY	Pvt.	4043 N. Market Street, St. Louis, Mo.
LEO MURPHY	Pvt.	3149 Brantner Pl., St. Louis, Mo.
FRANCIS A. MCDERMOTT	Supply Sgt.	55 River St., Boston, Mass.
FRANCIS L. MCDERMOTT	Pvt. 1st Cl.	18 Maple St., Canton, Mass.
JOHN T. MCDERMOTT	Pvt.	146 Terrace St., Roxbury, Mass.
WILLIAM N. MCDONALD	Corp.	1300 Highland Ave., Pekin, Ill.
JAMES H. MCMAHON	Pvt. 1st Cl.	700 Conway St., St. Paul, Minn.
EDWARD J. MCMONIGAL	Pvt.	271 Stevens St., St. Paul, Minn.
JOHN J. MCNAMARA	Pvt.	1132 N. Waller Ave., Chicago, Ill.
JOSEPH M. MCWILLIAMS	Pvt.	27 Church St., Lynn, Mass.
JOSEPH NEIMEY	Pvt.	47 E. Main St., Walla Walla, Wash.
JOHN M. NEWTON	Corp. (Transf'd)	53 Chase Ave., Springfield, Mass.
CARL H. NYBERG	Pvt. 1st Cl.	537 Raymond Ave., St. Paul, Minn.
JOHN H. O'CONNOR	Corp.	102 Murdock St., Brighton, Mass.
JAMES O'LEARY	Pvt.	3649 Cass Ave., St. Louis, Mo.
CARL P. OLMSTEAD	Pvt. (Killed in action)	C/o Jesse Olmstead, Box 121, Wolcott, N.Y.
JOHN W. ORGAN	Pvt.	6162½ Etzel Ave., St. Louis, Mo.
JOSEPH R. ORLANDO	Pvt.	1018 S. May St., Chicago, Ill.
WILLIAM J. O'ROURKE	Pvt.	320 First St., Richmond, Calif.
WILLIAM T. ORTMAN	Pvt. 1st Cl.	340 5th Ave., San Rafael, Calif.
LAWRENCE J. O'TOOLE	Pvt.	959 Rice St., St. Paul, Minn.

Name	*Rank*	*Address (Nearest of Kin)*
CHARLES J. PAPOUSEK	Corp.	C/o Mrs. Anna Papousek, Birchwood, Wis.
WILLIAM A. PATERSON	Pvt.	Edinburgh University, Edinburgh, Scotland
RUDOLPH PAULSON	Cook	C/o Fred Paulson, Route 5, Box 42, West Duluth, Minn.
HENRY PAULUS	Pvt.	3735 Iowa Ave., St. Louis, Mo.
JAMES P. PAYNE	Pvt. 1st Cl.	427 Santa Fé Drive, Denver, Col.
JOHN H. PAYNE	Pvt. 1st Cl.	821 W. 48th St., Chicago, Ill.
GILBERT PETERSON	Pvt.	3646 36th Ave. West, Seattle, Wash.
ELMER B. PLAPP	Sgt.	4140 N. Keeler Ave., Chicago, Ill.
CHARLES R. PLATT	Pvt. (Transf'd)	2419 Greenwood St., Pueblo, Col.
EDWARD G. POKORNY	Pvt.	133 Lower Ter., San Francisco, Calif.
HENRY H. PROEMSEY	Pvt.	3135 Cherry St., Maplewood, Mo.
SAMUEL W. RAKER	First Sgt.	1484 E. Sherman St., Portland, Ore.
BERT J. REED	Pvt.	C/o Mrs. Nancy J. Reed, Gem, Tex.
LAWRENCE S. REHMAN	Pvt. 1st Cl.	2039 Rehman St., Carrick, Pa.
AUSTIN E. REINHARDT	Pvt.	1531 Union St., Schenectady, N.Y.
DANIEL F. REYNOLDS	Pvt. (Transf'd)	C/o Miss Hazel C. Reynolds, Solomon, Kan.
EMIL L. RICE	Pvt.	Chester St., Derry, N.H.
ARCHIBALD W. RIDER	Pvt. (Transf'd)	220 W. 149th St., New York City.
WILLIAM RIESS	Pvt. 1st Cl.	3435 Indiana Ave., St. Louis, Mo.
SPARTAN E. ROPER	Pvt. (Transf'd)	33 W. Railroad St., Buford, Ga.
JOHN M. ROSS	Corp.	Sutherlin, Ore.
EDWARD F. ROTH	Pvt.	420 Cedarhurst St., Pittsburgh, Pa.
JOHN A. RUSH	Pvt.	2039 B St., Granite City, Ill.
WILLIAM H. RUSH	Pvt. (Transf'd)	C/o H. C. Rush, Howell St., Dawson, Pa.
FRANK S. SALCHENBERGER	Sgt. 1st Cl.	Route 3, Wonewoc, Wis.
HARRY O. E. SANDBERG	Pvt. (Transf'd) (Wounded in action)	C/o Mrs. Clara Sandberg, St. Charles, Ill.
WALTER J. SANFORD	Pvt.	C/o Mrs. Elizabeth E. Moir, Paramount Apartments, Denver, Col.
CLARENCE A. SCHILLING	Corp.	602 E. 90th St., Chicago, Ill.
OSCAR R. SEEGER	Corp.	3457 Chicago Ave., Chicago, Ill.
ROY SEEHOLZER	Pvt.	2218 Whitney Ave., Toledo, Ohio
OSCAR C. SHAFER	Pvt. 1st Cl.	C/o Abner A. Shafer, Enterprise, Ore.

Name	*Rank*	*Address (Nearest of Kin)*
Ernest R. Shapland	Pvt. (Transf'd)	320 Murray St., Rochester, N.Y.
William T. Skelcher	Pvt. (Transf'd)	6121 West Park Ave., St. Louis, Mo.
Frank J. Slipka	Pvt.	277 Roebe St., St. Paul, Minn.
Claude B. Slone	Pvt.	1023 Allegheny Ave., Pittsburgh, Pa.
Ernest L. Smith	Pvt. 1st Cl.	C/o Charles H. Smith, 46 Irvington St., Springfield, Mass.
Oliver S. Smith	Pvt. 1st Cl.	124 California St., Fayette City, Pa.
Richard A. Smith	Pvt.	C/o F. U. Smith, Davenport, Wash.
William H. Smith, Jr.	Cook	C/o Mrs. Minnie Smith, Parkin, Ark.
Hiram T. Snyder	Pvt. 1st Cl.	6841 44th Ave. S.E., Portland, Ore.
Melville Sommer	Pvt. (Wounded in action)	1914 First Ave., Birmingham, Ala.
Charles M. Stevens	Pvt. 1st Cl.	924 Maple St., Albany, Ore.
Edward Stolarski	Pvt.	891 E. Rose St., St. Paul, Minn.
Claude A. Street	Pvt. (Transf'd)	C/o David H. Weddell, R.F.D. No. 1, McKeesport, Pa.
Ted Sullivan	Pvt.	1218 44th Ave., Oakland, Calif.
Rupert M. Sunn	Pvt.	C/o J. N. Sunn, Moosup, Conn.
Carl Swanson	Pvt. 1st Cl.	97 Forty-fourth St., Corona, L.I.
Harry W. Talbot	Pvt.	C/o George Talbot, Willernie, Minn.
Seabourn H. Tanner	Pvt.	C/o James C. Tanner, Route 4, Somerville, Col.
Andrew J. Thompson	Corp.	Kensal, N.D.
Earl J. Thompson	Pvt. 1st Cl.	C/o Mrs. Adda G. Thompson, Waukegan, Tex.
Oscar E. Thorpe	Pvt.	C/o Mrs. Katherine Dresser, St. Francis, Mo.
Gerald A. Titus	Pvt. 1st Cl.	Denbigh, N.D.
Stanmore B. Townes	Pvt.	C/o Mrs. Julia W. Townes, Route 1, North Augusta, S.C.
William F. Ueberle	Sgt.	524 S. Sixth St., St. Charles, Mo.
William Unger	Pvt. 1st Cl.	C/o E. H. Kuhlmann, 3934 N. 23d St., St. Louis, Mo.
Dayton E. VanVactor	Sgt.	1041 Commercial St., Portland, Ore.
Arthur R. Veazie	Pvt.	C/o Mrs. Hattie Zeazie, St. Helen, Ore.
Louis P. Walcher	Pvt.	C/o Park Campbell, Oakmont, Pa.
John Walden	Pvt.	C/o Mrs. Emma Walden, Stapleton, Ga.

Name	*Rank*	*Address (Nearest of Kin)*
George R. Warner	Pvt. 1st Cl.	Route A, Box 19, Fowler, Calif.
Asher L. Webster	Pvt. (Wounded in action)	C/o Mrs. Fannie Van Hooser, Route 4, McMinnville, Tenn.
Archie A. Wells	Pvt. 1st Cl.	C/o Mrs. Rhoda A. Wells, Leroy, Minn.
Benjamin H. Werner	Wagoner	1206 Carson St., Pittsburgh, Pa.
Guy S. White	Pvt. 1st Cl.	180 Catalpa St., Benton Harbor, Mich.
Corbett V. Wilber	Pvt. 1st Cl.	C/o Chas. A. Wilber, Roseburg, Ore.
Walter S. Wiley	Corp.	C/o Mrs. Nancy E. Wiley, Carmi, Ill.
Justin H. Wilkins	Pvt. (Wounded in action)	St. Helen, Ore.
Joseph F. Williams	Pvt.	274 W. 128th St., New York City
Ferguson E. Willis	Pvt. 1st Cl.	4295 Olive St., St. Louis, Mo.
Henry H. Winn	Pvt. (Transf'd)	406 N. Lafayette St., Marshall, Tex.
Walter H. Winslow	Corp.	1256 North Shore Ave., Chicago, Ill.
Charles E. Wixon	Pvt. 1st Cl.	21 Tracy St., Rochester, N.Y.
Joseph F. Yarmish	Pvt.	806 Star Ave., Cleveland, Ohio
Fred Zeigler	Pvt.	C/o Levi Zeigler, Oronogo, Mo.
John E. Zeile	Pvt. 1st Cl.	1527 Hopkins St., Berkeley, Calif.

REGIMENTAL HEADQUARTERS
THIRTY-SEVENTH ENGINEERS

ISOLATION CAMP,
28th February 1919.

MEMORANDUM No. 57.

To : COMPANY AND DETACHMENT COMMANDERS:

1. The following letter of commendation from the Chief Engineer, American Expeditionary Forces, is quoted from your information, and will be read to your command at formation on Sunday, March 2nd:

AMERICAN EXPEDITIONARY FORCES
HEADQUARTERS SERVICES OF SUPPLY
OFFICE OF THE CHIEF ENGINEER, A.E.F.

24 FEBRUARY 1919.

From : The Chief Engineer, A.E.F.
To : Commanding Officer, 37th Engineers.
Subject : Letter of Commendation.

1. Before issuance of definite orders from your regiment to return to the States, it is my desire that the command be advised that they have met the conditions imposed by the conflict just concluded in a most satisfactory manner.

2. Your regiment performed many important duties, such as electrification of the barbed wire in the Vosges sector, installation and operation of pumps in the Army area. The high degree of ingenuity and the commendable spirit of co-operation all indicates that there was ability and energy present that would produce accomplishments regardless of obstacles.

3. I desire that you and your command know that the services rendered were highly satisfactory and deserve commendation.

W. C. LANGFITT,
Major-General, U.S.A.

By direction of Colonel A. E. Peirce,

H. L. MEAD,
Captain, Engrs. U.S.A.
Adjutant.